

Delaware and Hudson Canal Company

The People: the D&H, the Community



Welsh Family Picnic: John and Mary (Howell) Powell and Family. John Powell (shown here at the far end of the table with his wife Mary) was born in Abersychan, South Wales, August 1841, and came to America in 1864; Mary Howell was born in Pendarren, South Wales, in July 1847, and came to America in 1865. Photograph in the Russell Homestead Photo Archive, Carbondale, PA.

By

S. Robert Powell, Ph.D.

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Acknowledgements



Jane (Ball) Gritman



Philo Callender Gritman

Philo Callender Gritman, one of the most civic-minded and public-spirited individuals in the entire history of Carbondale, can be called, without reservation, one of the founding fathers of the City of Carbondale. He was born in Sherburne, NY, on October 29, 1828, and with the Gritman family moved to Dundaff in 1829, where his father, Dr. William Gritman, practiced medicine. As a young man, there, P. C. Gritman began his study of law.

In 1847, the Gritman family moved to Carbondale, where P. C. Gritman taught in the Carbondale Academy and Lackawanna Institute, which was one of the leading educational institutions in this section. Succeeding H. J. Newell, he ultimately became the second principal of that school, which was located in Temperance Hall at the corner of Church Street and Salem Avenue.

At the same time, Gritman continued to read law and entered the law office of D. N. Lathrope, Carbondale's first lawyer. In 1848, he completed his law course and was admitted to the bar of Luzerne County at Wilkes-Barre, and later, when Lackawanna County was established, he was admitted to the Lackawanna County bar. In the second year of his law practice, he formed a partnership with Samuel Hodgdon, which was dissolved a year later when Hodgdon became prothonotary of Luzerne County.

Throughout his adult life Gritman practiced law in Carbondale, playing an active role in the formation of Lackawanna County. At the time of his death, he was the senior member of the Lackawanna County bar.

P. C. Gritman, also trained as a civil engineer and was an active participant in the incorporation of the city of Carbondale in 1851 as a city of the third class. To him was given the privilege of outlining the boundaries of the City of Carbondale and the marking of the boundary lines of the several wards, for which he was paid \$15.

The original city lines were established by P. C. Gritman under difficulties that could only be overcome by the ardent civic feeling he had to see the dignity of a city and its powers conferred upon the town that was the birthplace of the great anthracite coal industry.

As the decision to make application for a charter was somewhat belated, it was necessary to act quickly if the City's petition for a charter was to be heard by the legislature of 1851. With that in mind, and disregarding both the end-of-the-year spirit that moved the people at the time to participate in the festivities of the season as well as the knee-deep snow on the ground, P. C. Gritman set out, on New Year's day of that year, accompanied by Townsend Poore, of Scranton, and Thomas Hurley, as chain-boys, and delineated the City's limits before the day was over. On March 15, 1851 the City of Carbondale, with 5,000 inhabitants, was incorporated as a city of the third class.

Thanks to the enlightened and civic-minded generosity of the Gritman family, the original Carbondale city seal, created at the time of the City's incorporation in 1851, is today among the historic artifacts in the collections of the Carbondale Historical Society.

P. C. Gritman's worth and usefulness to the community were attested to after Carbondale became a city when he was elected district attorney in the Carbondale mayor's court, succeeding George W. Perkins, the first official. His term was from 1856 to 1859, which was followed by two more terms, 1862-1865, 1869-1871.

He was likewise city attorney for several terms and served on the City's Select and Common Councils. He was later elected for two terms, beginning in 1857, to represent Luzerne County in the Pennsylvania legislature.

He readily attracted the interest and won the confidence of his colleagues in the state legislature and asserted himself by being regarded as the Democratic leader of the house, being named, during his second term, as a candidate for the speakership.

An edifying and inspiring trait of P. C. Gritman's character was his intense and active interest in civic and national affairs. The opening of Richmond's hall, on the third floor of the Pascoe & Scurry building (southeast corner of Salem Avenue and Main Street) on January 25, 1856, was a

public event that was marked by a stirring and prophetic talk by P. C. Gritman. At that meeting, he repudiated the false story that was being circulated to Carbondale's disadvantage that the rich coal deposits here were about exhausted; and he rightly predicted that within a brief span of time a railroad would connect the City of Carbondale on the north with the Erie Railroad.

During the Civil War, his patriotic spirit was shown, in September 1862, when he was named captain of the Luzerne Artillerists, a Carbondale state militia company of 50 men, that was called to Harrisburg when the commonwealth was invaded by the Confederates.

On August 25, 1852, P. C. Gritman and Jane Ball, the eldest daughter of William and Mary Ann (Smith) Ball, who was born on February 18, 1833 and who died on February 24, 1909, were married. The marriage, which was solemnized by Rev. O. E. Ward, Presbyterian minister from Dundaff, took place in the Ball house on Canaan Street, later the residence of the William Bowers family.

Jane Ball's father, William Ball, came to Carbondale in the 1820s from New York City with five other young men to erect the first engines on the Gravity Railroad planes out of Carbondale, Mr. Ball serving as the first engineer on Plane No. 1 when the road opened on October 9, 1829. For many years he served as the superintendent of motive power and the first master mechanic of the D&H Gravity Railroad.

Philo and Jane Gritman were extraordinary archivists with a strong passion for the history of Carbondale. The Gritman collection of papers and documents at the Carbondale Historical Society and Museum is an important reference resource on the history of Carbondale in the nineteenth century, and references to volumes in the Gritman Collection are found throughout all of the volumes in this D&H series.

P. C. Gritman died on February 10, 1903. The earthly remains of Philo and Jane Gritman are interred on the east bank of Welsh Hill in Carbondale's historic Maplewood Cemetery.



Gritman House, North Main Street, Carbondale, PA. The historic Gritman House is now the Scotchlas/Shifler Funeral Home at 62 North Main Street.

A History of the
Delaware and Hudson Canal Company
in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth Century
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XX	The Honesdale Branch of the D&H
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XXII	The People: the D&H, the Community
XXIII	The Quality of Life in the Lackawanna Valley in the Nineteenth Century
XXIV	The Birth and First Maturity of Industrial America

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present volume focuses on *The People: the D&H, the Community*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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Immigration to the United States in the Nineteenth Century

To begin, it is well that we take a quick look at emigration to America from Europe in the nineteenth and twentieth centuries.

From 1775 to about 1815, both America and Europe were so entangled in wars and political unrest that it was difficult for immigrants to leave Europe and equally difficult for them to enter the United States. About a quarter of a million people did come, however, during those years.

America offered dazzling prospects for the immigrant. Leaving behind political unrest, depression, unemployment, epidemic, and famine, people from all over Europe came to America, the land of opportunity, lured here by freedom, opportunity, relatives, and jobs. In America, labor was scarce and wages were double or more the European rate, and good land cost about one-fourth what poor land cost in Europe.

Beginning in the 1820s and 1830s, the small stream of arrivals from abroad to America turned into a torrent, and hopeful immigrants were drawn across the Atlantic by the hundreds of thousands.

With the end of the Napoleonic wars in Europe, immigration to the United States increased to new levels. In the 1830s, about 60,000 a year, then 80,000, then 100,000, and by the late forties, 150,000 a year. In 1851, 400,000 arrived, and in 1854, the peak year, 427,833; in 1860, 141,000.

Between 1815 and 1860, 5,000,000 persons came to the United States, over half of them from the British Isles, mostly from Ireland. The next largest contingent arrived from Germany, 1,500,000.

During the 1830s, arrivals from Ireland made up 44% of the total; from the German states, about 30%. In the forties, the Irish rate reached 49 percent with the German rate about the same. 105,000 Irish came in 1847; 221,000 in 1851, and the rate continued to rise for another five years.

Between 1831 and 1840, immigration more than quadrupled to a total of 599,000. These included about 207,000 Irish, starting to emigrate in large numbers following Britain's easing of travel restrictions, and about 152,000 Germans, 76,000 British, and 46,000 French, constituting the next largest immigrant groups of the decade.

Between 1841 and 1850, immigration nearly tripled again, totaling 1,713,000 immigrants, including at least 781,000 Irish, 435,000 Germans, 267,000 British, and 77,000 French.

The Irish, driven by the Potato Famine (1845–1849), emigrated directly from their homeland to escape poverty and death. Before 1845 most Irish immigrants were Protestants. After 1845, Irish Catholics began arriving in large numbers, largely driven by the Great Famine. In the 1840s, almost half of America's immigrants were from Ireland alone. Typically impoverished, these Irish immigrants settled near their point of arrival in cities along the East Coast. Between 1820 and 1930, some 4.5 million Irish migrated to the United States.

The failed revolutions of 1848 brought many intellectuals and activists to exile in the U.S.

Before 1875, mine workers in the anthracite region were primarily English, Scottish, Welsh, Irish, and German. The sons of these miners worked in the mines during their youth, but many either eventually left the industry, moving to larger towns in the area and taking non-mining jobs, or moved upwards within the industry's ranks, to supervisory positions.

Slavic immigrants first began to settle in the anthracite region in the 1860s. They represented a new source of unskilled labor, capable of replacing the sons of earlier miners and workers who had abandoned labor in the mines. Farming improvements in Southern Europe and the Russian Empire created surplus labor. Young people between the ages of 15 to 30 were predominant among newcomers. This wave of migration, constituting the third episode in the history of U.S. immigration, may be better referred to as a flood of immigrants, as nearly 25 million Europeans made the long trip. Italians, Greeks, Hungarians, Poles, and others speaking Slavic languages made up the bulk of this migration; 2.5 to 4 million Jews were among them.

Between 1850 and 1930, about 5 million Germans migrated to the United States, peaking between 1881 and 1885 when a million Germans settled primarily in the Midwest, where they bought farms or congregated in such cities as Milwaukee, St. Louis and Cincinnati. In the national census of 2000, more Americans claimed German ancestry than any other group.

Between 1820 and 1930, 3.5 million British and 4.5 million Irish entered America.

After 1880, larger steam-powered oceangoing ships replaced sailing ships, which resulted in lower fares and greater immigrant mobility.

Given below are two very interesting tables from *Wales in America Scranton and the Welsh*, by William D. Jones. In the first, the numbers for emigration to America from Great Britain, for the period 1820-1950 are presented; in the second the numbers of foreign born residents of Scranton for the period 1870-1920 are presented. Here are those two tables:

British Emigration to the United States, 1820-1950:

William D. Jones, p. 249:

1 BRITISH EMIGRATION TO THE UNITED STATES, 1820-1950					
	<i>Wales</i>	<i>England</i>	<i>Scotland</i>	<i>Ireland</i>	<i>Not specified</i>
1820-1830	170	15,837	3,180	54,338	8,302
1831-1840	185	7,611	2,667	207,381	65,347
1841-1850	1,261	32,092	3,712	780,719	229,979
1851-1860	6,319	247,125	38,331	914,119	132,199
1861-1870	4,313	222,277	38,769	435,778	341,537
1871-1880	6,631	437,706	87,564	436,871	16,142
1881-1890	12,640	644,680	149,869	655,482	168
1891-1900	10,557	216,726	44,188	388,416	67
1901-1910	17,464	388,017	120,469	339,065	
1911-1920	13,107	249,944	78,357	146,181	
1921-1930	13,012	157,420	159,781	220,591	
1931-1940	735	21,756	6,887	13,167	
1941-1950	3,209	112,252	16,131	26,444	
Total	89,603	2,753,443	749,905	4,618,552	793,741

Source: R. T. Berthoff, *British Immigrants in Industrial America*, p. 5.

From that table we learn that

- The largest number of British emigrants to America in the period 1820-1950 were Irish, 4,618,552; with the second largest number of emigrants from England, 2,753,443; the third, Scotland, 749,905; and the fourth, Wales, 89,603.
- The peak years for emigration from Wales were 1901-1910; from England, 1881-1890; from Scotland, 1921-1930; from Ireland, were 1851-1860.

Two additional tables, both of which reference the City of Scranton and the Foreign-born population of Scranton, are given in *William D. Jones*, p. 255:

7 SCRANTON: POPULATION, 1860-1980

1860	9,209
1870	35,092
1880	45,890
1890	75,215
1900	102,026
1910	129,867
1920	137,783
1930	143,433
1940	140,405
1950	125,536
1960	110,786
1970	102,699
1980	87,370

Source: United States Censuses, 1860-1980.

8 SCRANTON: FOREIGN-BORN POPULATION, 1870-1920

<i>Born in</i>	<i>1870</i>	<i>1880</i>	<i>1890</i>	<i>1900</i>	<i>1910</i>	<i>1920</i>
Wales	4,177	3,616	4,890	4,621	4,137	2,714
England	1,444	1,558	3,065	3,692	3,022	2,313
Ireland	6,491	6,772	8,343	7,193	5,302	3,365
Scotland	366	301	576	576	557	480
Germany	3,056	3,153	5,587	5,363	4,325	2,612
Italy	7	12	367	1,312	3,549	3,433
Russia	7	37	488	3,181	8,568	5,363
Austria	-	-	-	-	3,184	2,863
Hungary	-	-	-	-	1,214	888
Poland	-	-	-	-	-	3,276
Others	339	408	2,257	3,035	1,264	1,280
Total Foreign Born	15,887	15,857	25,573	28,973	35,122	28,587

Source: United States Censuses, 1870-1920.

From Table 8 we learn that the three largest foreign-born populations in Scranton in 1870 were born in Ireland, Wales, and Germany; in 1880, Ireland, Wales, and Germany; in 1890, Ireland, Germany, and Wales, in 1900, Ireland, Germany, and Wales; in 1910, Russia, Ireland, and Germany; in 1920, Russia, Italy, and Ireland.

Referencing those two tables, we learn some very interesting facts about the population of Scranton for the period 1870-1920. We learn, for example, that

--in 1870, the population of Scranton was 35,092, which included 15,887 foreign born persons, with the four largest foreign-born groups being from Ireland, Wales, Germany, and England.

--in 1880, the population of Scranton was 45,890, with included 15,857 foreign-born persons, with the four largest foreign-born groups being from Ireland, Wales, Germany, and England.

--in 1890, the population of Scranton was 75,215, which included 25,573 foreign-born persons, with the four largest foreign-born groups being from Ireland, Germany, Wales, and England.

--in 1900, the population of Scranton was 102,026, which included 28,973 foreign-born persons, with the five largest foreign-born groups being from Ireland, Germany, Wales, England, and Russia.

--in 1910, the population of Scranton was 129,867, which included 35,122 foreign-born persons, with the eight largest foreign-born groups being from Russia, Ireland, Germany, Wales, Italy, Austria, England, and Hungary.

--in 1920, the population of Scranton was 137, 783, which included 28,587 foreign-born persons, with the eight largest foreign-born groups being from Russia, Italy, Ireland, Poland, Austria, Wales, Germany, and England.

The numbers presented in Table 8 tell an interesting story. In the period 1870-1890, the primary foreign-born groups in Scranton were the Irish, the Welsh, the German, the English, and the Scottish. Beginning in 1890, foreign-born persons from Italy and Russia establish a presence in Scranton of those two national groups, the numbers in which increase dramatically in 1900, 1910, and 1920. In 1910 and 1920, significant numbers of persons born in Austria, Hungary, and Poland were present in the population of Scranton.

What those numbers show for Scranton about foreign-born persons in the population for the period 1870-1920 is, to a high degree, true for most of the communities in the Lackawanna and Wyoming Valleys in the same time period. That is to say, if the primary foreign-born groups in

Scranton in the period 1870-1890 were the Irish, the Welsh, the German, the English, and the Scottish, the same can be said for Carbondale in the same period (i.e., the primary foreign-born groups in Carbondale in the period 1870-1890 were the Irish, the Welsh, the German, the English, and the Scottish).

There are, to be sure, exceptions to such perspectives. In Eynon, for example, the number of persons there in the period 1870-1890 who were born in Wales, in all probability, was greater than the number of persons there who were born anywhere else.

The same is true for Carbondale with regard to the numbers for persons born in Italy. Beginning in the 1890s and continuing through 1920, the number of persons there who were born in Italy was, in all probability, greater than any of the countries in Great Britain or Germany.

Similarly, in Simpson and Forest City, the numbers of foreign-born persons in those two communities from Russia, Austria, Hungary, and Poland were surely higher than for any other national groups.

The important point is this: the numbers for Scranton provide a general perspective on the population in the other communities in the Lackawanna and Wyoming Valleys.

A very high percentage of those foreign-born persons who came to the Lackawanna and Wyoming Valleys, throughout the nineteenth century and much of the first half of the twentieth century worked either in the mines or on the railroads, the two primary industries in those valleys at the time. The jobs available in the mines and on the railroads, it must be recalled, were the primary magnets that attracted those hundreds of thousands of persons to the anthracite coal fields of northeastern Pennsylvania from all over Europe.

One of the first sites that many of these immigrants to America, via New York City, was the Statue of Liberty, which arrived in America from France in 1885. In the Carbondale *Advance*, May 2, 1885, p. 3, we find the following article about the Statue of Liberty:

“Liberty Enlightening the World. / This new Wonder of the World, which is now being loaded on the French transport Isere for shipment to this country, is the largest statue in the world. Some idea of its magnitude may be obtained from the fact that forty persons found standing room within the head. A six-foot man standing on the level of the lips only just reached the eyebrow. While workmen were employed on the crown of her head they seemed to be making a huge sugar caldron, and they jumped with ease in and out the tip of the nose. Fifteen people might sit round the flame of the torch, which elevation can be reached by a spiral staircase within the outstretched arm. / The London *Daily News*, in speaking of it says: ‘It is out and away the largest statue of modern times. The Colossus of Rhodes was nothing to it. It could carry the ‘Bravaria’ or the ‘Hermann’ in its arms. It towers to the skies from the yard of the Rue de Chazelles, where

it has been eight years in construction, and the view from its coronet sweeps clear of the six story houses and beyond the walls of Paris.’ / The weight of the stupendous statue is 440,000 pounds, of which 176,000 pounds are copper and the remainder wrought-iron. It is expected to arrive in New York about the 25th of May, where it will be erected on Bedloe’s Island, this being the location selected for it by Gen. W. T. Sherman, who was appointed by the President to make the selection. When placed in position it will loom up 305 feet above tide water, the height of the statue being 151.2 feet, that of the pedestal 91 feet, and foundation 52.10 feet. / This imposing statue, higher than the enormous towers of the great Brooklyn Bridge or the steeple of Trinity Church, which is the loftiest in the city of New York—higher, in fact, than any of the colossal statues of antiquity—by its rare artistic proportions, as well as by its stupendous dimensions, will add another to the Wonders of the World. A word should be said of its artistic merit. The pose, stride, and gesture, with its classic face, are pronounced perfect; the drapery is both massive and fine, and in some parts is as delicate and silky in effect as if wrought with a fine chisel on the smallest scale. / The conception and execution of this great work are due to the great French sculptor, M. Bartholdi, who has devoted eight years of his life and most of his fortune to this great work, and whose generous impulses, which must be on a scale commensurate with this noble work, prompted him to make such a gift to the United States. The committee in charge of the construction of the base and pedestal for the reception of this great work are in want of funds for its completion, and have prepared a miniature statuette, an exact counterpart of the original, six inches in height, the figure being made of bronze, the pedestal of nickel silver, which they are now delivering to subscribers throughout the United States for the small sum of \$1 each. Aside from its being a lasting souvenir of this colossal statue, it will ornament our homes and bear testimony that we have contributed to the completion of one of the grandest works of modern times. All remittances should be addressed to Richard Butler, Secretary American Committee of the Statue of Liberty, No. 33 Mercer St., New York. The committee are also prepared to furnish a model, in the same metals, twelve inches in height, at \$5 each, delivered. / We feel assured our people will be only too eager to testify their grateful sense of the friendliness of this magnanimous offer on the part of the French people, and to reciprocate the kindly and liberal sentiments in which it originated, by thus aiding in an active prosecution of the labors that may be required to give the statue an appropriate base and pedestal. Now is the time to do it. Whoever wishes to have the honor and pleasure of contributing to the erection of the grandest statue of any age, to say nothing of the sentiment that should be welcomed and encouraged, must act promptly, for the money will be raised as sure as the sun rises. Every subscriber sending \$1 will be supplied with a miniature counterpart of this great and imperishable statue of / ‘LIBERTY ENLIGHTENING THE WORLD.’ ” (*Carbondale Advance*, May 2, 1885, p. 3)

The Labor Force

Who were the people who worked in the mines and on the railroads in the nineteenth century in the Lackawanna and Wyoming Valleys?

In an excellent article on that question, titled "Slice of Life," by Marybeth Van Winkle that was published in Volume 12, No. 4 of *The Searcher, Newsletter of the Genealogical Research Society of Northeastern Pennsylvania*, that very question is answered for the borough of Old Forge.



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In introducing that article, Van Winkle says:

Slice of Life

SETTING THE STAGE

Old Forge is a small place, yet it embodies the spirit of cooperation and integration that has long been held as an American ideal. It has formed a backdrop for struggles and triumphs from colonial times all the way up to the present. It has been home to Native Americans, New England Yankees, southern Pennsylvania colonists, and waves of Welsh, German, English, Irish, Italian, Polish and Carpathian immigrants. And everyone who tried hard enough has been able to carve out his niche in life, even if it meant using Old Forge as the basis for a successful career elsewhere.

Old Forge, as Van Winkle states above, "has been home to Native Americans, New England Yankees, southern Pennsylvania colonists, and waves of Welsh, German, English, Irish, Polish and Carpathian immigrants [emphasis added]."

In her article, Van Winkle describes those waves of immigrants. What she says for Old Forge is essentially true for all of the communities in the Lackawanna and Wyoming Valleys, and we present here, therefore, Van Winkle's very interesting findings for Old Forge, seeing that community as a microcosm of the Lackawanna and Wyoming Valleys in the nineteenth century from the point of view of immigration from Europe to the coal fields of northeastern Pennsylvania.

Marybeth Van Winkle, pp. 6-7, 10-15:

OFF TO WORK WE GO

Coal became increasingly important, not just to the local residents. It became a source of heat throughout the nation but even more importantly, it powered the "iron horses" which were rapidly becoming a popular mode of travel. During the Civil War, miners were often exempted from military service because of the need for coal to fire up munitions plants and to fuel the trains which were used to transport troops and supplies.

Families such as the DRAKES became wealthy because of the deposits on their land. The Thomas SMITH estate owned the mineral rights to valuable coal deposits located on the late Doctor's holdings. The financier, Moses TAYLOR bought up land and mineral rights throughout the Lackawanna Valley, conveying some of them to the Union Coal Company.

The TAYLOR Breaker, which was owned by the Union Company was one of the first to be built in the area. In 1856, three shafts were sunk with the combined production capacity of 100,000 tons per year. Unfortunately, the breaker was destroyed by fire the following year. The Union Coal Company sold the property to the Steuben Coal Company for \$300,000 and the new shaft opened in August of 1867. In 1868, the first regular shipment of coal was sent from the breaker.

In 1864, the Carbon Hill Colliery opened. In 1872, the Sibley Breaker began operations. The #13 Breaker started operations in 1876, and in 1882, the DUNN #1 JERMYN Breaker opened. Other breakers that followed in quick succession were the #2 Old Forge, the CONNELL Breaker, the #2 JERMYN Breaker and the AUSTIN Breaker.

With the mines going at full capacity, there was a need for workers. The first of the "new" residents, those not part of Old Forge's pioneering past, were most generally Welsh, Irish, Scottish and English, German and even a few Swiss.

By 1870, the first step in the evolution of the character of Old Forge had begun. As is almost always the case, people who made the dramatic decision to abandon their native lands forever and come to the United States, did not do so without careful consideration of their options.

THE WELSH, THE ENGLISH, AND THE SCOTS

The United Kingdom, which included Scotland, Wales, England, and most reluctantly, Ireland, sent many immigrants to the mining areas of the United States. There were mines of many types in Scotland, Wales and England. In fact, the old name, Britain, was derived from the deposits of tin that were mined there. Many Scots were coal miners as were the Welsh. Some mining was also done in parts of England, including Yorkshire.

Conditions for miners and their families in the UK were deplorable. In Scotland, miners were perceived as almost a sub-class and had few rights or privileges. As was the case in many places, they were locked into their position in society and had no chance of upward mobility.

The Welsh miners also endured unthinkable conditions although not quite as bad as those in Scotland. Among both groups there were skilled miners, foremen of one sort or another, and engineers as well as laborers.

As was previously noted in the Minooka issue, (The Searcher

Volume 12, Issue 2 & 3) workers were often recruited by mining and railroad companies to come to the United States to work. While the advertisements may have been grossly misleading, even the marginal living in the Pennsylvania coalfields was an improvement over some of the conditions the miners and their families endured in the Old Country.

A benefit to settling in Lackawanna Township was that the concept of company towns and company stores never got off the ground. Unlike those miners in more southerly areas such as Schuylkill and Carbon counties, the miners in this area were never consigned to owe their souls to the company store. There were too many alternatives, in Old Forge itself and in neighboring towns and villages for such operations to be profitable for the coal barons.

By 1880, there were large populations of Welsh, Scottish and English in mining or related trades, or offering other types of services. Some of the Welsh heads of household were:

John PHILLIPS, 36, laborer
John SANDERS, 25, miner
John EDWARDS, 46, miner
Thomas THOMAS, 40, miner
Lewis JONES, 44, miner
David JENKINS, 61, miner
Thomas SAMUELS, 33, laborer
Reese REESE, 44, restaurant
Thomas JONES, 38, merchant
David GRIFFIN, 25, miner
William WATKINS, 44, miner
W. B. JONES, 25, miner
John GRIFFIN, 46, miner
Chancey TUBBS, 45, laborer
David HOWIE, 40, miner
William PHILLIPS, 38, miner
Joseph HOWELLS, 24, miner
Thomas RAGESON, 38, laborer
Peter HARRIS, 33, miner
Thomas HARRIS, 29, miner
Evan TRAVIS, 36, laborer
Thomas HODGE, 50, miner
Thomas D. JAMES, 42, miner
John K. EVANS, 29, miner
William GRIFFITHS, 30, miner
Thomas GRIFFITHS, 32, miner
Samuel SHELTON, 42, miner
John JONES, 34, miner
William WILLIAMS, 28, miner
William DAVIS, 39, merchant
Reese WILLIAMS, 39, miner

It was not until the end of the 19th century that the Welsh began adopting surnames. Prior to that time, a person would be known by a phrase, such as Llewelyn ap Reese ap Idris, meaning Llewelyn, son of Reese, son of Idris. With the adoption of surnames, following the pattern of basing them on the paternal parent's given name, many of the Welsh not only had surnames more recognizable as given names, but sometimes had both the same given and surname, such as

Reese REESE.

The English were also fairly well represented in the new population mix in Old Forge.

Richard THOMAS 49, laborer
John HAYES, 37, miner
Matthias CLEMENS, 37, laborer
Thomas RUNDLE, 41, miner
Sam WITTINGER, 46, miner
George WINTERBURN, 34, miner
William WILLIAMS, 35, miner
John RICHARDSON, 47, laborer
Mary COURTNEY, 35, widow
John YATES, 59, miner

The Scots heads of household follow:

Samuel MCDIOWELL, miner
James GALBRAITH, shoemaker
John SIMON, miner
William ROBINSON, miner
David BLYTHEminer
William ANDERSON, weigh master
Edwin MILLER, miner
Anthony BROWNING, miner
Thomas CRANSTON, miner
John MCDONNELL, engineer
James ADAMS, laborer
John COOK, miner
John HAILSTONE, miner
William WHITE, miner
Thomas GUNWELL, miner
Alex LAUREL, shaft superintendent
John WHITE, engineer
Aaron YOUNG, miner
Peter FARRY, powder maker

Like the pioneer generations in Old Forge, most of the Scots, English and Welsh followed Protestant religions. Most, if they did not attend the oldest church in the area, "The Old Brick Church" which is located at the MARCY cemetery, now within the boundaries of Duryea, initially had to worship at churches of their faiths in the neighboring communities, by 1887, the Nebo, or now, United Church of Christ had been established. Both Methodist churches in Old Forge, the First Methodist on Harrison Street and the Stewart Memorial, were established in 1902. The Lackawanna Presbyterian Church, called "Bill Reap's Church," was incorporated in 1903 but the congregation was absorbed into the Moosic Presbyterian Church and the property was converted for commercial use.

THE SWISS

A significant number of workers came from Switzerland. There was, in the past, a much larger wave of Swiss immigration in the colonial and Revolutionary periods and the early 19th century. These Swiss were generally Mennonites and Anabaptists who were fleeing religious persecution. Most entered through the Port of Philadelphia and originally populated areas in southern Pennsylvania, as well as points

west in Ohio and later, Indiana.

In the mid and late 19th century, about 200,000 Swiss left their country for both political and economic reasons. After the Swiss government adopted a Constitution in 1848, there were many factions who disagreed upon the role of government in the affairs of its citizens. Some factions wanted free enterprise with no government involvement. Others wanted government regulation. Some wanted a return to rule by the aristocracy with little, if any, input from the average citizen. Some wanted a loose confederation of cantons. Others wanted an end to the cantons and a Swiss nation united under a single federal government. All of this political wrangling did little for the majority of Swiss nationals, since they derived no benefit from it.

It is difficult to research the origins of 19th century Swiss immigrants because passports were only issued later in the century and some, particularly the indigent, were shipped off to America with no records and an attitude of "good riddance." The points of departure were most likely either Bremen, in Germany, or Le Havre in France. Most of those arriving in the United States at this time became either laborers or miners. However, like many other groups, they used their opportunities to create a chain of immigration, bringing others from their families here, or to establish themselves in more lucrative positions.

The 1870 census lists
A. WESENFLUH, laborer
M. WESENFLUH, laborer
Peter WINKLER, employee of the powder mill.

By 1880, the population of Swiss residents in Old Forge had increased dramatically: New residents were

Conrad ZOOCH, laborer

Jack BAUGGER, miner and wife Margaret and son Adolf

Michael HOOZE, miner, brother-in-law of the above

Peter SCHIELD, laborer, and wife Lena and children John and Anna

Sylvester BEIRGET, laborer, and wife, Margaret, and sons Frederick and John

Andrew MOZET, sick, and wife Catherine, and children Sarah, Dara, Caroline, John and William

Henry HOLBERT, laborer, and wife Anne, and children John, Henry, Casper, Michael, Annabelle and Caroline

Casper WEIBEL, laborer and wife Margaret, and children John, Casper, Michael, Harry and Margaret

Jonathan BERGEN, laborer, and wife, Margaret and son, William.

Peter BANBURGER, laborer, and wife Catherine, and daughters

Continued on page 10

Elizabeth, Emma and Margaret.

Peter BANBURGER, laborer, and wife Margaret and son John.

Frederick WRAUDER, laborer and wife Annie and children Albert, Alisa, Emma and Adolph

John WESENFLUH, hotelkeeper, and wife Ann, and children Louisa and Annette.

Edward OTT, miner

Michael MICHARD, laborer

John WEIBEL, laborer, and wife Margaret and children John, Margaret, Louis and Laura.

Casper ABPLANALP, miner

Jacob STUMP, miner, and wife Caroline and children John and Annie

John FAHN, laborer, and children Casper, Margaret and Annie

Michael KOHLER, laborer, and wife, Ernestine and children, John, William, Emma and Alice

John LENTHOLD and wife Margaret, and children, Heindrick, Charles, Casper, Margaret, Caroline and Frank

Casper FRANKFORT, laborer, and wife Annie and children, Casper, John, Henry and Anthony.

Claude KOSAMADISAN, laborer, and wife Belinda

A. WESENFLUH, laborer, and wife Hannah, and children Edward and Sarah

Peter ABPLANALP, miner, and wife Cathy and children, John, Edward and Anne

THE GERMANS

Many of the same conditions that caused an increase in Swiss immigration also caused a large number of Germans to leave their homeland. The 19th century was a period in which efforts were being made, as they were in Switzerland, to unite the German states under a single government. Many agreed that this was necessary to insure Germany's place in the rapidly industrializing world. Others decried the loss of individual identity associated with Bavaria or Prussia, for example, if they were absorbed into a larger political entity. (On the census, many immigrants from Germany identified their individual states rather than the unified country of Germany as their homeland.)

Two wars, the Austro-Prussian War in 1866 and the Franco-Prussian War in 1871-72, drained the German people, causing widespread poverty and suffering. There were crop failures, high rents, unfair inheritance taxes and inflation, all

burdening the average person. By 1880, many German families had found their way to Old Forge, where there was work to be had. Among them were:

Joseph GROCKE, shoemaker, Prussia, and wife Tareka, and children Joseph, George, Mimi and Brednach

Henry SCHOEBER, laborer, Germany, and wife Etta and children, Elmira and Oda

Jacob SMITH, laborer, Prussia and wife, Mary and children, John, Louis, Annie, Peter, Joseph and Mary

Frederick REPP, farmer, Prussia, and wife Elizabeth (Bavaria) and children William, Sarah, Joseph, and Charles with mother-in-law Ernestine.

Lesh DORFFMAN, niece of the above, Baden-Baden

Joseph NOLKE, laborer, Prussia, and wife Elizabeth and children Frank, Mary and Ferdinand

John KELLER, laborer, Germany and wife Jane and children John, Frederick, Francis and Mary

Jacob BUSH, carpet maker, Prussia, and wife Catherine and sons John and Nicholas

Caroline GABLE, widow, Germany and sons Randolph and Augustus

Jacob BOOTH, laborer, Germany

Augustus FISCHER, miner, Hanover, and wife Sabina and children Wilhelmina and Christopher

Nicholas WOELKNER, farmer, Hesse-Darmstadt, and wife Elizabeth and children Christopher and Nicholas.

George MESMITING, miner, Hesse-Darmstadt, and wife Mary, and children George, Joseph and John

John SEABED, laborer, Germany and wife, Annie and children Maggie, Nathan and Henry

Francis DEMUTH, miner, Germany and brother Otto, laborer

Peter SNEIDER, miner, Prussia, and wife Maggie and children, George, Lizzie, Joseph and Mary

Martin BOLEN, laborer, Baden-Baden, and wife Louisa and children Annie and John.

Philip HENSON, miner, Hesse-Darmstadt, and wife Catherine and children Henry, Elizabeth, William, Emma and Ellie.

Joseph BRIGG, miner, Germany, and wife Mary

Reed GOTTHEWELL, wagon maker, Germany

THE IRISH

By any estimate, the Irish were the largest ethnic group in Old Forge by the 1870's. They shared some of the same unfortunate conditions as the Swiss and Germans in their countries but also had been under the heel of an oppressive foreign government for hundreds of years. All uprisings had been swiftly and cruelly put down. Until the early 19th century, practicing their religion had been illegal under the Penal laws. They were obligated to support the state-recognized church and pay tithes to it, and their children, when sent to the "National Schools," were taught how to be "little English children."

Their reason for coming went far beyond political or economic opportunities: it was a way to preserve their unique identity as Irishmen, ironically, by leaving their Irish homeland.

Many of the names of Irish families in Old Forge were the same as those in Minooka. The Minooka people were primarily from Counties Mayo and Galway, and it would appear that their neighbors in Old Forge were also largely from those regions.

As early as 1870, there were MCHALEs and DURKINs, and GALLAGHERs. There were both CONNOR and CONNORS families. John FALLON set about raising one of the largest families in the community. Lawrence HEALEY and William HARAN were miners. John DEMPSEY was a driver. Martin MCCUE was a laborer and his neighbor, John WALSH was a miner. Thomas MCDONNELL and Antony WALSH were laborers as were John MALONEY and Martin GOLDEN. Patrick MANLEY was a miner. Samuel GRAHAM, the patriarch of the family with the longest association with St. Lawrence O'Toole's Church, was a laborer.

James JENNINGS, the father of the baseball player, Hughie JENNINGS, was a laborer when the family was living in Old Forge. "Squire" O'NEILL, the father of the famous baseball player O'NEILLs, also lived in Old Forge when he first came to this country.

There were also O'HARA's, and MCANDREWs, and BURKE's, CONWAY's and LOFTUSes. There were MAUGHANs and MCCORMICK's and RYAN's and COYLE's.

One of the most successful of the early Irish immigrant families was that of John and Catherine HAYES CORCORAN. John CORCORAN was born in England in about 1865. He came with his family to the United States when he was five years old. Like so many other children, there was no alternative but for him to go into the mines at an early age. He was a slate picker, a driver and it was his good fortune to have moved up the managerial ladder to assistant superintendent and then superintendent of the Jermyn Mine.

From among the couple's eight children, there were two doctors, teachers and Sr. Annette CORCORAN, IHM. The CORCORAN family is illustrative of the American dream in that an immigrant could achieve goals not possible in his country of origin while his children could surpass even his wildest dreams.

By 1880, the Irish had become the dominant ethnic group in Old Forge and almost all of them were Catholics.

THE ITALIANS

There are only fragments of the 1890 census remaining. In 1880, most of the residents of Old Forge were of old pioneer stock or of northern European origins. What a difference two decades made! Each page of the census shows BONACUSE's TOMASETTI's, MARIANELLI's, CUSMANNO's, DAMIANO's and LIUZZIO's, to name just a few. In fact, the population of Old Forge had almost quadrupled by 1900, and this was primarily due to the arrival of Italian and Eastern European immigrants.

Census records show that the earliest Italian residents began arriving in the mid-1880's. As was stated in the centennial booklet for St. Mary of the Assumption Church, the new arrivals were mostly laborers and eventually many became miners. It was a far cry from their largely agricultural homeland, but the desire to succeed is documented in the many successful professionals who began their lives in Old Forge.

Eugene CALOGERO remembered that while most of the immigrant generation did not speak English upon arrival, they also did not share a common form of Italian with each other. Although not confined to the following three regions, most of the Italians were either from Calabria, Campania or Sicily.

As a point of interest, all three regions were once under the government of "The Two Sicilies." The kingdom was established in the Edict of Bayonne in 1808 and existed until 1860, when the separate states of Italy were unified through the efforts of Garibaldi.

In spite of political unity, it would be decades before a standard form of Italian would be spoken by most people. The people of southern Italy and Sicily spoke dialects that reflected the influences of early settlers and traders such as the Greeks. The Latin of the Romans was transformed through occupations by Arabic Saracens, the Normans, the French and the Spanish. How these influences were absorbed into the dialects of the regions varied, and consequently, many, who lived only a few hundred miles from each other in Italy, could not understand most of what was said in the house next door in Old Forge.

Like every other immigrant group, the Italians began moving to the United States for better opportunities. The people of southern Italy found themselves in a bind after the unification of the Italian states. They were placed under heavy tax burdens, which forced them to mortgage their lands, or lose them altogether. There were natural disasters, such as



Holy card for Italian immigrants

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mudslides and floods and to compound this, there was also a stubborn blight on the grape vines, which destroyed countless acres of vineyards. The price of grain went low because of competition from US exports and the former citizens of the Kingdom of the Two Sicilies, and many other Italians found themselves with no alternative but to cut their losses and leave the country.

From among the Italian immigrants, there were many success stories. There were the CHERUNDOLOs, who produced not only a beloved teacher but also a famous professional football player. There was also "Babe" TOMASETTI, another famous athlete. There were the singers Jack and Allen JONES. Within a generation, numerous businesses were founded by Italian members of the community and their children were rapidly entering the professions. Like the CORCORAN family mentioned above, many of the Italian families did not look at pursuing an education and profession as optional; it was expected.

Perhaps the best-known success story in Old Forge is that of the late Louis PAGNOTTI. His story is of the type movies were made. Mr. PAGNOTTI was born in Old Forge. While still a child, his parents, Rosario and Maria Gnazzo PAGNOTTI passed away. His father died in a mining accident and his mother soon after.

Left to his own devices, he was forced to raise himself. There were many charitable families with whom he lived as a guest and in one case, he spent the summer on someone's back porch because there was no room inside. The heads of these households were struggling immigrants themselves, yet they offered what they could to help the young orphan. The kindness and generosity of such people was never forgotten, however, and in their times of need, Mr. PAGNOTTI was there to help.

Members of one family, who did not want to be identified, recalled Mr. PAGNOTTI with both affection and profound appreciation. The head of the house was diagnosed with an aortic aneurysm. In those days, the necessary surgery could only be performed in Philadelphia. Upon the return of the patient to Old Forge, Mr. PAGNOTTI visited. He took his friend's wife aside and asked how much they owed for the surgery. It was a substantial sum and she had already begun worrying about how she would pay the bill. Having acquired this information, Mr. PAGNOTTI picked up the telephone and made a phone call. He then turned to his friends and told them that "it was all taken care of, "... And it was.

Mr. PAGNOTTI started out selling newspapers to support himself. He ran a candy store later, he took over the old Sullivan Mine in Pittston. It was said that the mine was flooded by the Susquehanna River. Mr. PAGNOTTI did not believe that and went down into the mine to investigate. He had the water pumped out and during his ownership, it never flooded again. He bought several mines, including the Harry "E", Mineral Springs and the Franklin Colliery in Wilkes-Barre. Eugene CALOGERO claimed that he kept half of Old Forge working with mining and building projects during the Great Depression.

In time, he extended his business affairs to banking and became President of the Old Forge Bank.

As he grew in prominence, Mr. PAGNOTTI also took an

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interest in local politics. He served as a school director, and chairman of the borough council. He was elected Burgess in 1929.

Mr. PAGNOTTI was married to the former Mary TEDESCO. They had five children: Louis, Joseph, Mrs. Robert FIDATI, Sophia and Eleanor. He died in April of 1966. Few people in the borough (if any) have had such a lasting impact on the community and he was deeply mourned by all.

THE EASTERN EUROPEANS

The immigration of Eastern Europeans into Old Forge began at about the same time as the arrival of the Italians, in the mid 1880's. While the historically uninformed might have perceived all of this population as a single ethnicity, the fact was that there were very distinct cultural differences among them.

On the 1910 census, this differentiation was made very clear. A large number of people pointedly verified their place of origin as Galicia. Others claimed Russia. Still others, Austria, and then there were those who saw themselves as Slovakian. This is the same population that appeared in the 1880's and 1890's in the "Queen City" of Olyphant.

The Polish were a very distinct group, coming from the eastern and southern areas of what is modern Poland. They were largely Catholic, but as was the case in Olyphant, there was a Jewish population among them. Some of the people who perceived themselves as Austrian were, in fact, of other ethnicities, but were acknowledging the rule of the Austro-Hungarian Empire. Some Ukrainians also considered themselves Galicians.

On the other hand, another group, described as such for purposes of simplicity, were the Carpathians. This group included most Ukrainians, Russians, Hungarians, Romanians and Slovaks. There were vast differences among the cultures and languages of each individual ethnicity as well as in their particular religious customs.

Initially, the Eastern European immigrants attended Sacred Heart in Scranton or Holy Rosary in Duryea. By 1900, however, there were far too many Polish residents in Old Forge to ignore the need for a church of their own. The Polish community did not have a great deal of money, but managed to purchase a plot of ground for their church. The church was named in honor of St. Stanislaus, the patron saint of Poland and the first Mass was celebrated at midnight on December 25, 1903.

In the early days of the church, visiting pastors served the community. Polish priests were at that time difficult to come by, and those who actually spoke Polish were even more scarce. As with the Italian immigrants, the church filled more than a religious role. It was often necessary for the parishioners to call upon their priest to translate or to advise in matters that seemed strange or foreign to them.

Due to differences in language, custom and culture, however, the ethnic groups who were categorized as Carpathians wanted their own churches. Consequently, St. Michael's, St. Michael's Russian Orthodox and St. Nicholas Byzantine were built by followers of their particular rites.

Most of the Eastern Europeans began life in America as miners or laborers. However, by the time the later immigration had occurred, there was an established school system in Old Forge and children were more likely to go to school for a number of years before venturing into the mines or into the garment factories which were becoming a presence in the community.

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THE MELTING POT

Initially, each new ethnic group more or less stuck together. The Irish were scattered throughout Old Forge but concentrated in the Third Ward near their church, as well as in Rendham and Barbertown. Many of the Polish settled in the Austin Heights section and other groups near their churches. As time went on however, the people of the borough coalesced, united in times of crisis as well as occasions of joy. Within a generation, because everyone worked together and their children attended school together, a sense of identity evolved. Regardless of ethnicity, they were the people of Old Forge.

Similarly, in the article by Phoebe E. Gibbons, titled “The Miners of Scranton”, that was published in *Harper’s New Monthly Magazine*, Volume 55, Issue 330, November 1877, pp. 916-927, there are many very interesting details about the miners of Scranton in the 1870s, and their ethnic origins. The ethnic portrait of Scranton at the time, it can be argued, is a good indication of the ethnic portrait of a great many of the communities of the Lackawanna and Wyoming Valleys at the time. Our thanks to Henry J. Loftus, Jr., White Mills, PA, for making available to us a copy of this very interesting article.

Given below are notes (facts, opinions, observations) from that article that we have been grouped together here under various subject heads, e. g. “The Welsh”. The material from Gibbons presented under these headings will help us to know and to understand the miners of Scranton, as miners, and also to see them as representatives of specific ethnic groups.

The article by Ms. Gibbons begins as follows:

“I spent recently some time at Hyde Park—a mining division of the youthful city of Scranton. Besides boarding in the family of an operative, I talked with citizens, from miners to ministers, and took notes of these conversations. Upon the information obtained the following article is founded.”

Here are some of the observations of Phoebe E. Gibbons about

SCRANTON / the ethnicity of its population

--Scranton is not marked upon an 1851 map of the State of Pennsylvania; the village of Providence was. In 1860 the population of Scranton was 9,000; in 1870, it was 35,000. This very rapid increase was caused by the working of the immense coal beds which underlie the narrow valley of the Lackawanna, in which the city is situated.

--45% of the population of Scranton in 1870 is given as foreign, or 15,887.

--The miners are almost all of foreign birth, the Irish being the most numerous, next the Welsh, then the Germans, and lastly the English and Scotch. Among the Welsh-speaking population there are, however, natives of Monmouthshire, not now a portion of Wales, but belonging to England. Among the miners there are some Pennsylvania Germans. With the exception of these, there is scarcely to be found at Scranton a native of this country working under-ground, either as miner or laborer.

--The valley of the Lackawanna is only about two miles wide, and lies in the Moosic Mountains, a part of the Alleghenies.

Here are some of the observations of Phoebe E. Gibbons about

The Irish

--Gaelic is extensively spoken by the Irish here

--The Irish do not practice much domestic economy. On a long strike they have generally nothing laid by for the emergency.

--In spite of the efforts of their clergy, the Irish still keep up wakes at funerals, watching the body of the dead. At Scranton, the Irish impoverish themselves by the train of carriages hired to attend funerals.

--The Irish are fond of singing, dancing, and carousing. The saloons on Lackawanna Avenue have two rooms, the front one for drinking, the back for dancing and general amusement.

--The Irish do not have a ball on Saint Patrick's Day, considering it to be somewhat a desecration.

--July 4 is kept with great zeal by the Irish. It is an outlet for the expression of their animosity to England.

--When an Irish miner meets with a fatal accident in the mines, the Irish extend their care to the widow by setting up a little saloon, where she vends candy, pea-nuts, and various drinks.

Here are some of the observations of Phoebe E. Gibbons about

The Welsh

--There are 7 churches in Scranton in which the services are in Welsh; there is a Welsh newspaper and a Welsh literary or scientific society.

--The Welsh are Republicans almost to a man and equally Protestant; lovers of liberty, stubborn and enduring, not fickle.

--The Welsh churches of Scranton belong to the three following sects: Independent or Congregational, Baptist, and Calvinistic Methodist.

--The Welsh here work more exclusively at mining than do the Irish and Germans. The Welshman is the miner, who blasts and takes down the coal, while the Irishman loads it upon the cars, a certain number of car-loads forming his daily task.

--Dancing is considered a heinous sin by the Welsh.

--The Welsh have only one national holiday, Saint David's Day, March 1. Christmas is a great day among the Welsh, and is observed by meetings of the Eisteddfod. These gatherings are literary and musical.

--A physician says that most of the courtship of the Welsh is begun, and often finished, while walking the streets after church. The street is thronged on Sunday nights in Summer. At first, the young men walk behind, but after a while one step is quickened or the other is slackened, or both, and they come together, and form lively parties, until ten or after. Courtships are brief, and the marriages early and happy. I asked a Welsh acquaintance whether his son married young. "No, he didn't marry young; he was twenty-three." Says another, "Young women among the Welsh miners marry from eighteen to twenty-two. At the later age they are joked about being old maids."

--There is scarcely one in five hundred Welsh miners, men and boys, that does not wash all over in a tub of warm water when he comes home from his work, the general rule, before he eats his supper. He washes and then puts on clean clothes. The Welsh have three sets of clothes: one for work, one for evening, and another for Sunday.

--Most of the recent Welsh emigrants, and those who are still poor and have large families, send their boys to work at the mine. But very few that have been in this country ten years are so poor as to be obliged to send them at an early age.

--The Welsh miners who come to this country almost invariably bring one or two feather-beds.

--Many of the Welsh belong to the following societies: Odd-Fellows, Foresters, Ivorites, Red Men, and the "Philanthropic Institution."

--No Welsh miner ever goes to the poor house.

--Among the Welsh there is a considerable culture. In the Welsh Baptist Church at Hyde Park a society meets once a week for reading and debating. They read the Bible and discuss its history and geography.

--The Welsh, without sectarian distinction, support the Philosophical Society at Hyde Park, its proceedings being in the Welsh language, and its meetings held every Saturday for eight months in the year. By voluntary contributions they are establishing a free library. Some of the Welsh miners also have considerable private libraries, of three hundred volumes and over.

Here are some of the observations of Phoebe E. Gibbons about

The Germans

--The Germans generally have gardens, and plant things "by the signs." Beans planted in the decline of the moon they do not think will take to the poles.

- The German is fond of hunting. He has a gun and a dog, and on a Sunday or other holiday, he goes hunting on the mountain. The Germans are fond, too, of fishing.
- About two thirds of the Germans go to church on Sunday morning, and many visit the beer gardens in the afternoon with their wives and children.
- German miners do not give their pay to the feminine head of family.
- The German who can afford it sleeps in cold weather on one feather-bed and under another; if he can not, he sleeps on straw and under feathers.
- The German's house is a good one, painted or whitewashed. Germans cultivate flowers and vegetable gardens, principally worked by the women.
- The Germans who work here are very rarely from the mining districts of Germany, but from the agricultural districts.

Here are some of the observations of Phoebe E. Gibbons about

Anthracite Mining

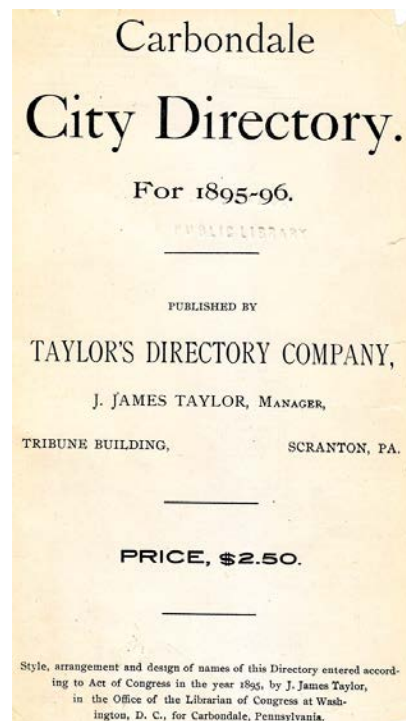
- One-third of the coal is left by the miners for the support of the roof.
- Miners' wives generally hold the purse. As soon as he gets his pay and his fill of beer, the miner hands his wages to his wife, who makes all the purchases of the house and transacts the business of the family. The Welsh boys, too, hand their wages over to their mothers.
- Boys' wages in the breaker begin at thirty-five cents per day, and go up to seventy-five or eighty-five. A mule driver gets from seventy-five cents to a dollar. Even the little boys in the breakers are proud to receive their month's wages, not to spend themselves, but to take home.
- The upward path for a boy: slate picker to driver of one mule to driver of a team to a laborer to a full miner. To become a superintendent/boss was a distant object of ambition, like being President.
- The Welsh miner breakfasts at about five or six o'clock on bread, butter, and tea. In a little tin can he carries his dinner of bread and cheese, perhaps with the addition of a bit of pie or cake, and in a tin bottle cold tea without milk. The Welsh never think of eating butter and cheese at once.
- The Irish miner wants meat for his non-day meal. Rather than cheese, he will take a couple of boiled eggs. He carries milk in preference to tea. The Irish miner often owns a cow, geese. And ducks. When he has a lot, he raises potatoes and cabbage.
- The German miner takes for his lunch bread and butter and perhaps a "chunk of sausage" and a piece of pie or cake. His tin bottle holds coffee.
- The miner is paid monthly.
- The miners do not often join the Freemasons.
- Very seldom does a miner get to the poor-house, unless he is a drunkard.
- When a miner meets with an accident in the mine, the men put in their hands and raise a little purse for him. They will divide their last dollar with a wounded comrade.
- Suspension* is the genteel name for *strike* among the men.

--The standard price paid to the miner in July, 1874, was ninety-three cents per car load. At this rate he could make about \$3.50 per day for himself, and pay his assistant, or laborer, about \$2.35. But before the breaking out of the rebellion the price of mining was as low as forty-five cents per car, or less than half the price of 1874. During the war so great was the demand for iron, and consequently for coal, that prices had raised by 1864 to \$1.68 per car, not very far from double the present price, but payable, as it will be remembered, in greatly depreciated paper money. In spite of this fact, this was the miners' flush time. I have been told that many were earning from \$150 to \$500 a month, and that some of these bought homes, and afterward increased their landed property.

---The Miners' Union, or Workingmen's Benevolent Association—the W.B.A.—began here [Scranton], during the war, among the employes of the three great mining companies, the Delaware, Lackawanna, and Western Railroad Company, and the Pennsylvania Coal Company.

Ethnic Portrait of Carbondale, 1895-1896:

Let's take a close look at some of the introductory pages to the *Carbondale City Directory 1895-1896* and see what we can learn about the ethnic composition of the City of Carbondale at that time.



New York, Lake Erie and Western R. R.—L. C. Smith, superintendent Jefferson Division; Homer G. Baker, freight and passenger agent; Charles W. Mellen ticket agent.

New York, Ontario and Western Railroad—Superintendent Scranton Division, R. B. Williams; freight agent, T. B. McAvoy; ticket agent Miss Bridget Flaherty.

CEMETERIES.

Maplewood Cemetery—Cemetery bet Robinson and Oak avs; P. J. Foster, president; H. B. Jadwin, vice-pres.; I. R. Davis, secretary; Joseph Birkett, treasurer; H. B. Wilbur, Charles Hines, directors; J. H. Bagley, superintendent; Chester Wright, sexton.

→ New Catholic Cemetery—New Cemetery n Tenth av; William L. Murray, sexton.

→ Old Catholic Cemetery—Belmont c Robinson av.

CHURCHES.

→ Baptist—Berean, Lincoln av c Church, Rev. T. E. Jepson, pastor; res. 33 Lincoln av. Deacons, P. S. Joslin, E. M. Peck, J. O. Miles, C. G. Avery; trustees, P. S. Joslin, E. M. Peck, J. Borst, J. O. Miles, Miles Gardner; clerk, P. S. Joslin; treasurer, F. J. Colwell. Sunday Services, 10:30 a. m. and 7:30 p. m.; mid-week services, Thursdays 7:30 p. m.; Y. P. S. C. E. meets Sundays 6:30 p. m.; Junior S. C. E. meets Sundays 4:00 p. m.; Sunday School at 12:00 m.

Congregational—S. Church c Eighth av. Rev. Abram Jones, pastor, residence 56 Eighth av. Trustees, J. D. Davis, D. P. Lewis, R. Lloyd; deacons, R. Lloyd, D. P. Lewis, A. Roemmelmeyer, clerk, D. W. Evans; treasurer, R. Lloyd. Sunday Services 10:30 a. m. and 6 p. m.; Sunday School, 2 p. m.; Fellowship Meeting, Thursdays 7:30 p. m.; Bible Class, Tuesdays 8:30 p. m.

→ Methodist Episcopal (First)—N Church n Salem av. Rev. G. A. Place, Ph D. pastor, residence 76 Terrace. Trustees, Pierce Butler, president; Irving Davis, secretary; A. Pascoe, treasurer; H. B. Jadwin, S. S. Clark, D. Scurry, G. W. Reynolds, T. C. Robinson, W. E. Kirby. Sunday Services 10:30 a. m. and 7:30 p. m.; Sunday School 12 m.; Epworth League, 6:30 p. m.; Prayer meeting Thursday evenings 7:30.

→ Presbyterian (First)—N Church n Salem av. Rev. Charles Lee, pastor; residence 66 N Church; elders, C. E. Lathrop, B. Ottman, S. Bolton, W. Male, J. B. Hoyt, H. H. Major; deacons, I. Milligan, P. H. Briggs, G. Norris, N. Mohrs; secretary, H. G. Baker; Treasurer, J. P. H. Ravnor. Sunday Services 10:30 a. m. and 7:30 p. m.; Sunday School 12 m.; Y. P. S. C. E. 6:50 p. m.; weekly prayer meeting Thursday evenings 7:30.

→ Presbyterian (Welsh)—S Church c Ninth av. Rev. William J. Lewis, pastor; residence 59 S Church. Sunday Services 10:30 a. m. and 6 p. m.; Sunday School 2 p. m.; mid-week services Tuesdays 7:30 p. m.

These two cemeteries are affiliated with Saint Rose of Lima Church, the majority of the parishioners of which were of Irish descent.

English and Welsh Baptists

Many members of English, Scottish and German descent.

Welsh Presbyterians

Many parishioners of English, Scottish, and German descent

St. Rose of Lima is widely regarded as an Irish Catholic church.

→ Protestant Episcopal—Trinity, 58 River. Rev. E. J. Balsley, rector; residence 62 River. Senior Warden, C. R. Manville; Junior Warden, William Bowers; secretary, E. C. Harnden; treasurer, J. F. Wheeler; vestrymen, Charles Burr, Thomas Orchard, J. Vandermark, N. L. Moon. Sunday Services 10:30 a. m., 7:30 p. m.; Sunday School, 12 m.; Ladies Aid Society, Wednesdays 3:00 p. m.; Trinity Guild, Tuesdays 7:30 p. m.; Brotherhood St. Andrew, Tuesdays 8 p. m.

→ Roman Catholic—(St. Rose De Lima), N Church opp Park pl. Rev. Thomas F. Coffey, rector; residence 6 N Church. Assistants Rev. J. J. Curran and Rev. W. J. Nealon. Sunday services, first mass, 7:00; second mass, 8; third mass, 9:00; high mass, 10:30 a. m.; Sunday School 2:00 p. m.

NEWSPAPERS.

The Daily Anthracite—Aitken Block, N Main c Salem av. Established 1894. R. J. Beamish, editor; L. Harper, city editor; W. D. Frank, business manager; J. S. E. Albright, telegraph operator; J. N. Gelder, F. D. S. Collish, E. D. Owen, reporters.

The Evening Herald—Herald Publishing Co. Proprietors, 2 and 4 Sixth av. Established 1893. C. F. Munn, editor; S. F. Carpenter, business mgr.

The Evening Leader—Leader Building, 15, 17, 19 S Main. Established 1872. C. E. Lathrop, W. B. Gritman, editors, W. M. Lathrop, city editor.

The Carbondale Advance and Jermyn Advocate—Advance established 1857; Advocate established 1887; consolidated 1890. Published by Advance Publishing Co., office Leader Building, 15, 17, 19 S Main.

PARKS AND PARK ASSOCIATIONS.

Alumni Park—North of Carbondale Traction Co's. power house on Mayfield yard N. Y. O. & W. R. R.

Anthracite Park—Belmont, Simpson.

Memorial Park—Located bet Park pl and Sixth av. and Main and Church. Open from May 1 to November 1. Sexton, Richard Udy; florist, John Wade.

Municipal Park—Surrounding Municipal Building Main opp Memorial Park. Open from May 1 to November 1. Sexton, Richard Udy; florist, John Wade.

Memorial Park Association, organized 1884, and Municipal Park Association, organized 1895. President, E. E. Hendrick; secretary and treasurer, J. M. Alexander; representatives, J. M. Alexander, A. W. Daley, Josiah Van Dermark; commissioners C. E. Spencer, F. W. Mills. Meetings at the call of secretary.

INCORPORATED COMPANIES.

Carbondale Electric Light, Heat and Power Co—Incorporated 1886. Capital \$50,000. President, Edward Clarkson; vice-president, E. W. Mills; secretary, G. A. Herberts; treasurer, Joseph

Weston Mill Company, of Scranton, Pa.—Established 1864. Carbondale branch, 44 River. Edwin C. Harden, manager.

Van Bergen & Co. Ltd.—Established 1833. Incorporated 1884. Capital stock \$150,000. Chairman, G. L. Dickson; secretary, and treasurer, J. B. Van Bergen.

SECRET SOCIETIES, BENEFICIAL AND FRATERNAL ASSOCIATIONS.

English,
Scottish,
German

→ **Masonic.**

Carbondale Lodge, No. 249—Meets on the first Wednesday of each month at Masonic hall. M., John M. Edwards; S. W., J. B. Vannan, Jr., J. W., Henry Carter; treasurer, S. A. McMullen; secretary, H. H. Wilbur.

Eureka Lodge, R. A. M., Chapter 179—Meets on the last Friday of each month at Masonic hall. H. P., Charles Morris; K., S. A. McMullen; secretary, J. B. Vannan, Jr.; treasurer, Robert Carter.

Palestine Commandery, No. 14, K. T.—Meets on the first Friday of each month at Masonic hall. E. C., G. M. Patterson; G., W. H. Hollenbeck; C. J., Henry Carter; recorder, H. H. Wilbur.

English, Scottish,
German, Welsh

→ **I. O. O. F.**

Lackawanna Encampment, No. 16, I. O. O. F.—Meets second and fourth Fridays of each month 7:30 p. m.. C. P., William Masters; S. W., Henry Myers; J. W., C. F. Masters; H. P., William Hughes; scribe, J. R. Price; treasurer, James Copeland.

Olive Leaf Lodge, No. 156, I. O. O. F.—Meets every Monday evening. N. G., J. B. Shannon; V. G., S. A. Purdy; secretary, J. B. Ridholls; treasurer, J. O. Miles.

Grand Army of the Republic.

William H. Davis Post, 187—Meets second and fourth Wednesdays of each month at I. O. O. F. hall. Commander, E. L. Inch; sr. vice-commander, A. W. Daily; jr. vice-commander, William Blake; quartermaster, John Kelly; adjutant, W. D. Jones; chaplain, A. F. Felton.

William H. Davis Woman's Relief Corps, No. 124.—Meets first and third Wednesdays of each month at I. O. O. F. hall. President, Mrs. William Dilts; sr. vice-president Eva Lowden; jr. vice-president, Nellie Gillis; chaplain, Melissa Newton; secretary, Jennie Lown; treasurer, Adeline T. Estabrook.

Clubs.

Anthracite Social Club—Meets every Tuesday evening at rooms, Belmont. President, . W. Bales; vice-president, William Temple; secretary, J. R. Delvan; treasurer, H. P. Becker.

Crescent Social Club—Meets second and fourth Sunday of each month in rooms, 58 S. Main. President, J. E. Brennan; vice-president, M. F. Moran; secretary, E. L. Boylan; treasurer, J. G. Loftus.

Cross Country Club—Organized 1892. President, Albert Crane; treasurer, Albert Rutherford; manager, George Gillis.

Lackawanna Club—Organized 1895. Regular meetings second Friday of each month at rooms in Municipal Building. President, R. D. Stuart; vice-president, W. J. Hamilton; treasurer, R. A. Jadwin; secretary, D. L. Crane; trustees, Edward Clarkson, H. G. Baker, R. D. Stuart, C. E. Spencer.

Press Club—Organized 1895. Meets every Sunday in rooms, Opera House Block. President, S. A. Cahoon; secretary, Albert Gise; treasurer, C. H. Marshall.

P. W. Nally Club—Meets Wednesday evening of each week, 7:30 o'clock at Caledonian hall. President, C. H. DeVere; vice-president, J. P. O'Malley.

IRISH ORDERS AND ORGANIZATIONS.

→ **IRISH ORDERS AND ORGANIZATIONS.**

Ancient Order of Hibernians, B. of E., Division No. 3—Meets second and fourth Friday of each month at rooms 47 N. Main. President, W. F. Peel.

Ancient Order of Hibernians, B. of E., Division No. 5—Meets first and third Thursday of each month at Odd Fellows hall, Salem av. President, Patrick McDonnell.

Catholic Knights of America, Rev. Father Carew Branch, No. 549—Meets first and third Thursday of each month at hall, 53 Salem av. President, Andrew Pidgeon; vice-president, James Gerrity; treasurer, J. F. Maxwell; financial secretary, P. M. Campbell.

Catholic Mutual Beneficial Association, Branch 39. Meets second and fourth Thursday of each month at 47 N. Main. Chancellor, P. J. Collins; president, R. H. Kirwin; first vice-president, B. A. Kelly; second vice-president, Henry Kelly; recording secretary, T. A. Kirkwood; financial secretary, J. H. Conaughton; treasurer, J. F. O'Boyle.

St. Vincent de Paul—Meets each Sunday evening at 7:30 p. m. at St. Rose hall. President, B. A. Kelly; vice-president, W. J. Glennon; financial secretary, M. T. Burke, recording secretary, P. F. Coogan; treasurer, J. W. Kilpatrick.

MUSICAL ORGANIZATIONS.

Bands.

Columbus—Rooms over 96 Dundaff. Salvatore Tarlagolio, conductor.

Germania—Rooms over 36 N. Main. John J. Neueser, conductor.

Mozart—Rooms over 19 Salem av. George Ackerman, conductor.

→ Germania Singing Society—Organized 1886. Meets fourth Sunday of each month at hall, 36 N. Main. President, Michael Niesen; vice-president, Alfred Engel; secretary, August Niesen. treasurer, Jonathan Von Beck, trustees, Carl G. Schroeder, Peter Krantz.

Persons of German descent

Four Irish Temperance Societies: Knights of Father Mathew, Pioneer Father Mathew Society, St. Joseph's Cadets, and St. Rose T. A. B.

TEMPERANCE SOCIETIES.

I. O. G. T.—Meets Wednesday evenings in Odd Fellows hall, Church c Seventh av

→ Knights of Father Mathew—Meets first and third Sundays of each month at rooms, 47 N. Main. President, M. R. Campbell; vice-president, James Moran; recording secretary, P. F. Carroll; financial secretary, J. Pidgeon; treasurer, M. F. Norton.

Pioneer Father Mathew Society—Meets second Sunday of each month at rooms, 47 N. Main. President, James McDonald; vice-president, J. F. Boland; recording secretary, P. F. Campbell; financial secretary, M. F. Burke, treasurer, Richard Kilpatrick.

St. Joseph's Cadets—Meets second and fourth Sunday of each month at St. Rose Hall n Church.

St. Rose T. A. B.—Meets on the second and fourth Sunday of each month in St. Rose Hall.

TRADE UNIONS AND ORGANIZATIONS.

Brotherhood of Locomotive Engineers, George W. West Division, No. 468—Meets second and fourth Sunday of each month at Mechanics hall. Chief engineer, Oscar Hudson; first engineer, W. W. Hyatt; secretary, August Ihlefeldt.

B. of L. E., S. H. Dolter Lodge, No. 176—Meets first and third Sundays of each month at Mechanics hall.

Ladies' Auxiliary Union, Lodge No. 120—Meets first and third Wednesdays of each month at 30 N. Main.

Carbondale Typographical Union—Organized 1895. Meets second Sunday of each month at Press Club rooms. President, M. D. Flaherty; secretary and treasurer, S. A. Cahoon.

Conductors' and Motormens' Union, Garfield Assembly, No. 1220—Meets Mayfield House subject to call. M. W., C. H. Baker; P. M. W., William Gordon; recording secretary, Thomas Gallagher; financial secretary, Timothy Gilhool.

E. E. Hendricks Lodge, No. 94, B. R. R. Trainmen—Meets first and third Sundays of each month at Odd Fellows hall, Salem av. Master, John Crosdale; financier, P. W. Dockerty; secretary, Eugene Wonnacott.

Order of Railway Conductors, No. 156—Meets first and third Sundays of each month. Secretary, A. C. Lown; grand chief, D. B. Dobbins.

United American Mechanics, Junior Order—Meets every Friday evening at hall, Leader Building. P. C., A. L. Van Gorder; V. C., V. J. Finch; conductor, Charles D. Smith; warden, Benjamin Vreeland; treasurer, J. R. Finch; secretary, L. A. Burdick; recording secretary, Martin Oliver.

MISCELLANEOUS ORGANIZATIONS AND ASSOCIATIONS.

Alumnie Athletic Association—Organized 1894. D. L. Crane, president; J. F. Bridgett, secretary; C. E. Dix treasurer. Trustees,

H. J. Hockenberry, J. E. Brennan, G. B. Samson, F. F. Forbes, D. L. Crane, J. G. Bridgett, C. E. Dix. Manager of Athletic teams, F. F. Forbes.

A. O. F. of A.—Meets every Saturday evening, 7:30 o'clock at Assembly hall. C. R., Joseph Jenkins; S. C. R., Joseph Hawkins; treasurer, Arthur Locke; financial secretary, John Mitchell; recording secretary, Thomas Pedlar; sr. B., David Davis; jr. B., George Sidler; sr. W., Thomas Bottomley; jr. W., Arthur Neville, Jr.

Carbondale Inter-State Fair Association—President, W. W. Bronson; vice-president, D. J. Duncan; treasurer, J. W. Aitken; secretary, F. M. Fox.

Electric Literary Association—Meets first and third Sundays of each month at Electric Hall, Brooklyn. Dynamo, Daniel Larkin; vice-dynamo, M. P. Collins; recording phonograph, Patrick Collins; financial phonograph, P. J. Collins; battery, Patrick Nolan; trolley, Edward King.

Improved Order of Heptasophs, Fidelity Conclave, No. 130—Meet second and fourth Wednesday of each month at Assembly hall. Secretary, Charles A. Kase.

I. O. R. M., Lackawaxen Tribe, No. 208—Meets every Tuesday evening at Odd Fellows hall, Salem av. Sachem, David Lewis; sr. sagamore, Richard Boyle; jr. sagamore, J. R. Hamerlie; prophet, John Swackhammer; chief of records, H. J. Baer; keeper of wampum, T. H. Eimer.

Knights of Pythias, Carbondale Lodge, 230—Meets every Tuesday evening at Assembly hall, 30 N. Main. C. C., W. F. Ward; V. C., H. L. Vail; prelate, Levi Toby; P. C., G. A. Davis; K. R. of S., D. J. Orr; M. F., W. B. Chase.

Lotus Literary Association—Meets rooms, 51 N. Main the second Sunday of each month. President, J. J. Nealon; vice-president, M. F. Neary; corr. secretary, J. E. Clune; financial secretary, P. F. Lavin; treasurer, D. P. Byrnes; librarian, John Fanning.

Loyal Knights of America, Franklin Lodge, No. 33—Meets every Friday evening at Odd Fellows hall, Salem av. W. M., William Gillis; W. D. M., James Harvey; P. M., J. H. Johns; conductor, Edward James.

P. O. S. of A., Camp 200—Meets at Mechanics hall, Leader Building. President, William Hobbs; recording secretary, F. B. Hiller; treasurer, Paul Burton.

Societa Giovine Italia—Meets third Sunday of each month at rooms, 53 Salem av. President, Gabriel Pugliano; vice-president, Nicholas Ruggiero; treasurer, Santo Pugliano; recording secretary, Ettore Barbieri; financial secretary, Joseph Cerra.

St. Boniface Society—Meets at St. Rose hall second and fourth Sundays of each month. Pres., Peter Krantz; v.-pres., Bernard Sonntag; sec., August Neisen; treas., John Hansen.

Young Men's Institute—Meets first and third Tuesdays of each month at 24 Salem av.

Young Men's Library Association—83 N. Main. Organized March, 1874. Library open Tuesday evenings and Saturday p. m.

Improved Order of Red Men. Open to whites only. Many Welsh members.

Membership was historically open to males in good health who believed in a Supreme Being.

Societa Giovine Italia

Scotland

Large-scale emigration from Scotland to America began in the 1700s, accelerating after the Jacobite rising of 1745 and the resulting breakup of the clan structures.

Given below are two very interesting tables from *Wales in America Scranton and the Welsh*, by William D. Jones. In the first, the numbers for emigration to America from Great Britain, for the period 1820-1950 are presented; in the second the numbers of foreign born residents of Scranton for the period 1870-1920 are presented. Here are those two tables:

Emigration to America from Great Britain, for the period 1820-1950:

William D. Jones, p. 249:

1 BRITISH EMIGRATION TO THE UNITED STATES, 1820-1950					
	<i>Wales</i>	<i>England</i>	<i>Scotland</i>	<i>Ireland</i>	<i>Not specified</i>
1820-1830	170	15,837	3,180	54,338	8,302
1831-1840	185	7,611	2,667	207,381	65,347
1841-1850	1,261	32,092	3,712	780,719	229,979
1851-1860	6,319	247,125	38,331	914,119	132,199
1861-1870	4,313	222,277	38,769	435,778	341,537
1871-1880	6,631	437,706	87,564	436,871	16,142
1881-1890	12,640	644,680	149,869	655,482	168
1891-1900	10,557	216,726	44,188	388,416	67
1901-1910	17,464	388,017	120,469	339,065	
1911-1920	13,107	249,944	78,357	146,181	
1921-1930	13,012	157,420	159,781	220,591	
1931-1940	735	21,756	6,887	13,167	
1941-1950	3,209	112,252	16,131	26,444	
Total	89,603	2,753,443	749,905	4,618,552	793,741

Source: R. T. Berthoff, British Immigrants in Industrial America, p. 5.

From that table we learn that the Scots were the third largest number of British emigrants to America (749,905 persons) in the period 1820-1950, with three decades in particular, with high numbers of immigrants to America from Scotland: the decade 1881-1890, with 149,869; the decade 1901-1910, with 120,469; and the decade 1921-1930, with 159,781.

From Table 8 in William D. Jones (p. 255), we learn that the number of persons in Scranton in the period 1870-1920 who were born in Scotland is relatively small (the Irish, Welsh, German, and English born being more numerous than the Scottish born):

8 SCRANTON: FOREIGN-BORN POPULATION, 1870-1920

<i>Born in</i>	<i>1870</i>	<i>1880</i>	<i>1890</i>	<i>1900</i>	<i>1910</i>	<i>1920</i>
Wales	4,177	3,616	4,890	4,621	4,137	2,714
England	1,444	1,558	3,065	3,692	3,022	2,313
Ireland	6,491	6,772	8,343	7,193	5,302	3,365
Scotland	366	301	576	576	557	480
Germany	3,056	3,153	5,587	5,363	4,325	2,612
Italy	7	12	367	1,312	3,549	3,433
Russia	7	37	488	3,181	8,568	5,363
Austria	—	—	—	—	3,184	2,863
Hungary	—	—	—	—	1,214	888
Poland	—	—	—	—	—	3,276
Others	339	408	2,257	3,035	1,264	1,280
Total Foreign Born	15,887	15,857	25,573	28,973	35,122	28,587

Source: United States Censuses, 1870-1920.

In the 1840s and early 1850s, a great many Highland Scots were forced to leave the land because of the “Clearances” that took place when the raising of sheep was introduced into Scotland. At the same time, many Lowland Scots, in order to improve their standard of living, left Scotland. In the first half of the 19th century, 59% of settlers from the United Kingdom were Scots-born. From 1853, 50% of emigrating Scots chose to settle in the United States. Displaced Scots came to America in search of a better life.

Education has been important historically with the Scots. In the seventeenth century, schools in the Lowland parishes produced a literate population and a highly educated middle class. Remarkably, in Scotland, with a population of under a million people, there were five universities. In an under-developed Scottish economy, however, there was a shortage of middle class jobs, and this caused many Scots to leave Scotland for England, the Baltic states, and North America.

Historians have commented on the ‘high quality’ of early Scottish settlers, particularly in the late 18th and early 19th centuries. These emigrants were from middle-class backgrounds, among

them doctors, merchants, farmers and a selection of other ‘middle-class’ occupations. However, the social status of emigrants underwent a significant transformation: increasingly, emigrants from the Highlands were landless peasants and from the Lowlands unemployed craftsmen, laborers and small farmers.

Even though the number of persons of Scottish descent in the anthracite coal fields in northeastern Pennsylvania in the nineteenth century is relatively small, when compared to the Irish, Welsh, and German, for example, the prominence of persons of Scottish blood in the anthracite coal fields in the nineteenth century is very strong, with many Scots being upper echelon D&H railroad and mining managers (James Archbald, Archibald Law, James Clarkson, Alexander Bryden, John Hosie, John Campbell, J. H. McAlpine, James Dickson, Andrew Nichol, Archibald McNeal, among others), and many of whom were community leaders and successful businessmen.

Here are some of “the Great Scotts”* who, in the nineteenth century, came to Carbondale and the Lackawanna Valley—which was better for their having come here:

* The term is used here to mean “great men from Scotland”. It is important to remember, however, that in the second half of the nineteenth century and the early twentieth century the term “Great Scott” was a popular, but inoffensive, exclamation of surprise, amazement, or dismay.

John Winfield Aitken: one of the leading business men of Carbondale, born here, March 4, 1850, the only son of John and Anna (Arnold) Aitken, natives respectively of Glasgow, Scotland, and Rhode Island. Together with his father, he established an iron and brass foundry in Carbondale. The father of J. W. Aitken, John Aitken, erected at the corner of River Street and Salem Avenue, in 1843, the first three story building in Carbondale, wherein agricultural implements and tinware, in connection with his large iron and brass foundry, were manufactured. J. W. Aitken organized the Carbondale Board of Trade in 1886, which gave the city its system of electric lighting, the first plant ever sold by the Westinghouse Company. In 1878, he purchased the Keystone Hotel, corner of Main Street and Salem Avenue, and remodeled it into the Aitken Building, one of the most substantial store and office buildings in Carbondale.

Joseph Alexander: One of the most prosperous business men of Carbondale, having begun his merchant tailoring career in 1853 when he came to Carbondale and purchased the establishment of Lewis Pughe. Joseph Alexander was born, June 26, 1818, in St. Cyrus, Kincardineshire, Scotland, and came to America in 1849. In the portrait of the man in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, in which there is a likeness of the man on page 432, we read: "Twice he was burned out, meeting with heavy losses each time. Fortunately he possessed a hopeful temperament, and always seemed to look on the bright side of life. After the great fire of 1866, when he lost heavily, he at once commenced the erection of the brick block building built in Main

Street. Many of his warm friends attempted to dissuade him in this great undertaking, but he persisted in his determination, for he had faith in the future of Carbondale. His subsequent success proved that he had looked well into the future, and had made no mistake, for the years that followed were the most prosperous of his life." Three times he returned to Scotland to visit old friends. In 1846, in Golspie, Scotland, he married Christina Ross, who was born in Sutherlandshire, in the highlands of Scotland. The couple made several trips to Scotland with their children in the period 1872-1875. Joseph Alexander died in 1893; his wife, in November 1895.

James Archbald: James Archbald was one of the premier figures in the history of northeastern Pennsylvania in the nineteenth century. Through his mother, MaryAnn Wodrow, he descended from the Wodrow family, originally of England, but later of Renfrewshire, Scotland. His father was James Archbald, son of James Archbald of Knockendon, Ayrshire, Scotland. Following their marriage, on August 4, 1789, James Archbald's parents resided on Little Cumbrae island, part of Buteshire, just off the shores of Ayrshire. There, on March 3, 1793, James Archbald was born. In 1807 the Archbald family removed to America and settled at Auriesville, Montgomery County, NY, where they purchased a farm. *PABRLCP*, pp. 712-14: "In 1817, when the construction of the Erie Canal was commenced, he [James Archbald] became a contractor and built the portion that passed through his father's farm. John B. Jervis, who was engineer in charge of the work, was so well pleased with that done by the young man that he offered him a position on his engineering corps. Mr. Jervis was given charge of the work on the Delaware & Hudson Canal and in 1825 made his protégé resident engineer in charge of a division. In 1829, when work was commenced at the mines of Carbondale, James Archbald was named superintendent and resident engineer of the Gravity Railroad by John Jervis. On November 27, 1832, James Archbald married Sarah Augusta, the Railroad was revised in 1845 and extended southward to Archbald, James Archbald was the mastermind behind those revisions. In 1851, he was elected the first mayor of Carbondale, holding that office for four successive terms. He died on August 26, 1870, and his earthly remains are interred in the Archbald plot in Dunmore Cemetery.

Alexander Barrowman: "The Barrowman family originated in Scotland. William [the father of Alexander] was born in Glasgow in 1807, and in 1849, with his family, took passage on the sailing vessel, 'Cora Linn,' which anchored in New York, after a voyage of fifty-four days. He then proceeded up the Hudson to Albany, and from there via Erie Canal to Buffalo, a trip that required eight days. Leaving his family in Buffalo, he went west in search of a suitable location. Afterward, however, he decided to go to Blossburg, Pa., and journeying to Elmira by canal, he chanced to meet there James Archbald, chief engineer of the Delaware & Hudson Canal Company. Acting on his advice, he came to Carbondale. . . / For a time William Barrowman was employed as foreman on the gravity

road, but afterward took the contract for sinking Pittston shaft No.1 and prospected for coal from Wilkesbarre to Carbondale. He sank the Diamond shaft, the largest in the world at the time, having space for two carriages to go down and two to come up at the same time, besides ten feet of space for the pumps. This was first called the Barrowman shaft, but the name was afterward changed to the Diamond. In all matters connected with the sinking of shafts he was considered an authority. . . In 1865 he was killed by being accidentally thrown from his carriage. . . . Among ten children [of William Barrowman], Alexander Barrowman was the third in order of birth. He was born in Glasgow in 1835 and was about fourteen years of age when the family came to the United States. After attending school for a time in Pittston, he was apprenticed to the carpenter's trade under William Price, now of Hyde Park. Two years later he came from Pittston to Scranton, where he assisted his father for three years. He then began for himself as a stair builder and contractor, and has built the majority of spiral stairs in this locality. He completed a stairway in the Episcopal Church of Wyoming that others thought could not be done and that is considered the finest work of the kind in the locality. / In August 1862, Mr. Barrowman volunteered in a pontoon train and was one of twelve mechanics in charge of the corps that constructed the pontoon bridge across the Rappahannock River at Chancellorsville." (*Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 363-64)

S. S. Benedict: editor and publisher of *Carbondale Advance* for 29 years. Born in Walton, Delaware County, NY, March 7, 1816. Teacher, alderman (5 years), member of the Legislature (2 years), school director (25 years), notary public (18 years).

Joseph Birkett: one of the leading citizens of Carbondale in the second half of the nineteenth century. He was born January 19, 1823, in Cumberland, in the north of England. His father, John, and his mother, nee Ruth Cragg, were both of Scotch ancestry, although they lived in Cumberlandshire. On April 4, 1849, Joseph Birkett and his wife, nee Ann Drummond (born in England, of Scotch ancestry, on March 13, 1823; they were married in 1843), arrived in Philadelphia from their native land. On July 6 they reached Carbondale, where Joseph Birkett secured a position in the car shops of the D&H Railroad under Homer Grinnell, working there until 1854. He then went to Gibson for 2 years, working there in carpentry and farming. In 1856 he returned to Carbondale and again worked in the D&H car shops, until 1865, as assistant to Thomas Orchard. In 1865, Joseph Birkett "purchased a tract of land in what is now the thriving northeast part of the city, [where] he opened up coal mines. These he operated for four years and then leased to other parties, preferring to give his attention to the opening and improvement of that part of the city now comprised in the fifth and sixth wards. It is largely due to his efforts that this is now [1897] one of the most desirable residence portions of the city. . . In the building up of the town [of Carbondale] he has been one of the prime movers. Every

worthy enterprise has his assistance." (Portrait of the man in *PABRLCP*, pp. 487-488, + photo on p. 486) For two years he was a councilman, and for one year served as mayor of the city of Carbondale. Joseph Birkett's father, John and his grandfather, William, were both agents for the Dickson Manufacturing Company.

David P. Birtley. "During the residence of his parents in Edinburgh, the subject of this article [David P. Birtley] was born January 9, 1835. His early years were passed in that city, Glasgow and Firth, where he was a pupil in private schools and where he worked in a bookbinding establishment. . . Fifteen years old when the family came to America, he [David P. Birtley] soon became a practical miner, and was employed in Schuylkill, Carbon and Luzerne Counties. In May, 1856, he took a position as miner in the old Rockwell mine owned by John Jermyn, and afterward was inside foreman of the von Storch mine about seven years. Resigning this position, he engaged in business about one year, then became foreman at the Dunn mines for Mr. Jermyn and began the sinking of the shaft. Shortly afterward he opened a mine at Priceburg, then became foreman at the Winton mine for the Winton Coal Company, and later was superintendent of the Northwest Colliery at Carbondale for Simpson & Watkins about one year. At present he is engaged with the Delaware & Hudson Canal Company at the Marvine mine." (*Portrait and Biographical Record of Lackawanna County, Pennsylvania*, pp. 479-480.)

Bryce Ronald Blair: born in Glasgow, Scotland on September 21, 1832, died in Carbondale, PA on February 11, 1916 (buried in Maplewood Cemetery). Upon his arrival in America in November, 1852, went to work for his uncle, Frank Blair, and was employed in the construction of the North Branch Canal at Tunkhannock; in 1853 he was engaged on the junction canal, New York, as superintendent of sections 30 and 31. In December, 1868, he was appointed chief engineer of the Jefferson branch of the Erie Railway from Carbondale to Susquehanna. The road was built in 20 months at a cost of \$2,000,000. After 1880, he worked with E. E. Hendrick to look after his interests in the oil regions. He married Emma I. Tubbs, of Shickshinny. They had 9 sons and 2 daughters. Photo of Bryce Blair in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, p. 234.

William Boyd: Born in Ayreshire, Scotland, in 1835, was one of Carbondale's best known and most respected citizens. He left his native place, and came direct to Carbondale on July 31st, 1860, and was married in December of the same year to Miss Mary Tait, a niece of the late Wm. N. Monies, also of Ayrshire, who came to this country in company with Mr. Boyd. She died February 25th, 1865. About two years later, Mr. Boyd was married a second time—to Mrs. Morrison, of Jermyn, who at the time filled the position of housekeeper to him. He died in 1887, at the age of 52, after an illness of two years, which was marked by periods of intense suffering. His disease was consumption, complicated

with psoas abscess and rheumatism. Interment was in Maplewood Cemetery. He left four children—two, Lizzie and James, being the fruit of his first marriage, and two of the second. William Boyd was a carpenter by trade, and was employed in the car department of the Delaware and Hudson Canal Company for about twenty-three years, and up to the time he was taken sick, two years before his death. He was an active and prominent member of Cambrian Lodge, No. 58, I. O. O. F., of Carbondale. He was initiated in that Lodge June 21, 1862, and afterwards passed through the chairs. The Lodge attended his funeral in a body. In 1875-6, he served as Common Councilman in Carbondale. In 1879, he was elected Poor Director for the First ward, and re-elected twice without opposition. He was a man of the strictest integrity, and in his official relations discharged his duties with fidelity to the public and in a manner honorable to himself.

Hugh Brown: one of the eleven contractors, under James Archbald's direction, who built the 1829 configuration of the Gravity Railroad. He was born in 1776 in Ayr, Scotland, and emigrated, at age 44, to the United States about 1820, and established a farm in the Mohawk River Valley, where, other families from Ayrshire, Scotland had earlier settled, among them the parents of James Archbald and family, who settled there in 1805. Brown's wife, nee Mary Gibson (1798-1877), and their children born in Scotland joined Brown in America in 1823. Surely the Brown family and the Archbald family knew each other in what must have been a Scottish community in the Mohawk River Valley. Hugh Brown was employed as an overseer by the Delaware & Hudson Canal Company in the period 1827-1830. Brown surely must have remained here, after 1830, working continuously for the D&H. We know that in March 1833, he was still working and was living in Carbondale on April 4, 1838. Hugh Brown was living in Carbondale in June, 1840. Hugh Brown was living in Carbondale on April 14, 1841. Hugh Brown's certificate of naturalization, among the Brown-Gibson papers, is dated, Bethany, PA, September 3, 1841. What was the Hugh Brown/James Archbald connection: They were both Scots (Brown was born in 1776, James Archbald in 1793, both in Ayrshire, Scotland). If they did not know each other in Scotland, they surely did when both lived in the Mohawk River valley in upstate New York. When James Archbald came to Carbondale to work for the D&H, he knew that there would be a need here for his Scottish colleagues to work for the company—in administrative capacities. Hugh Brown, therefore, came to Carbondale and worked for the D&H.

George Burrell: "GEORGE BURRELL was born in Dundee, Scotland, in 1843; came to Carbondale in the spring of 1850; entered the service of the Delaware and Hudson Canal Company in 1859; was made foreman of general carpenter work in 1865, and became master of bridges and buildings in 1875. He married Lucy J. Bair, of Carbondale." (1880, p. 452A)

Alexander Bryden: Named Mine Foreman in March 1843 (to take the place of Archibald Law, who was permanently disabled by a fall of roof and coal); hero of 1846 mine cave in, about which much is reported in the volume in this series on the 1845 Configuration of the D. & H. Gravity Railroad.

John Campbell: "JOHN CAMPBELL, born in Scotland, March 1st, 1805, served seven years in the British army, after which he settled in Carbondale. He has been mine boss since 1854, and served as school director six years and as overseer of poor for five years. He married Miss Mary Fairchild, of Hanover township, Luzerne county." (1880, p. 452 B)

James Clarkson: Superintendent of the D&H Mines. Born in Hermonch, Scotland, married Margaret Gill of Hermonch. In 1830, emigrated to America and settled eventually in Carbondale where he established a partnership with Peter Campbell. This partnership was hired by the D&H as contractors. Clarkson was soon appointed superintendent of mines of the company, which position he held for 30 years. He died on November 10, 1876. (nice line engraving of James Clarkson on page 239 of 1880)

Judge Alfred Dart: Attorney, born in Bolton, CT, July 14, 1810; died August 14, 1883. "In 1829 he left his native State and settled in Dundaff, Susquehanna county. . . The place was the principal business centre of northeastern Pennsylvania, and was of far more importance than Carbondale, which, in the course of a score of years, outstripped the Susquehanna county village. In 1830 he was married at Dundaff to Miss Ann Cone, who was a native of Ulster county, N. Y. Four children were born to them, namely, Mrs. James Thompson, and Miss Hattie Dart, of Carbondale, and Hon. Alfred Dart, ex-District Attorney of Luzerne county, and L. C. Dart, ex-County Commissioner of the same county. Judge Dart lived in Dundaff until 1845, when he moved to Carbondale, which city was his home during the remainder of his life. He ranked as Colonel in the State militia thirty years ago. / In April, 1861, Judge Dart raised and commanded the first company of volunteers that went from this section of the State. The company was attached to the Twenty-fifth Pennsylvania volunteers, a regiment which is now known as the First Defenders, Colonel Coke commanding. He and his company remained for three months in the service, when they were discharged. He immediately returned to Carbondale and began to raise another company of volunteers. There was then a nest of secession sympathizers in the town, some of whom undertook to interfere with his patriotic efforts. His recruiting office was in the second story of the building on the southwest corner of North Main and Salem streets, where a crowd attempted to mob him on a pleasant summer day in 1861. He never knew what fear was, and, when the disturbers had been thoroughly whipped by Mr. Dart and his little party of assistants, they looked upon him with awe. In the fracas he lost some of his front teeth, but he cleaned out the mob, some of whom afterward joined his company. In a few days he had recruited his company, which was known as Company M, Fourth Pennsylvania

Cavalry. He was wounded at the battle of Antietam. In 1863 he went to Fort Leavenworth, Kansas, where he organized and commanded a regiment of Sioux Indians. After his return to Carbondale he resumed the practice of law which he had begun there in 1845, and which he continued to do until a few years ago. / . . . Judge Dart was an active Republican, and was one of the organizers of the party in Luzerne county... In 1873 he was elected Judge of the Mayor's Court of the city of Carbondale. He held that office until 1874, when the Court was abolished by the new Constitution of the State. / He descended from fighting stock, his father and seven of his father's brothers having served in the Revolutionary war. He was remarkable for his independence of thought and expression, and for his contempt for what people call policy. He hated shams and cant, and liked the society of those who had opinions and independence enough to express them. His own intense physical sufferings were known to no one but himself, and, although he was not a reticent man, he believed in saying little about those things which were of no interest to his listeners. He was a patriot through and through, and no one could be braver than he. He was generous-handed, kind hearted, and a sincere friend of his worthy fellowmen." ("DEATH OF JUDGE DART. A Sketch of His Life," *Carbondale Advance*, August 18, 1883, p. 3; given hereinbelow) When the soldiers' monument in Carbondale's Memorial Park was dedicated, on June 6, 1885, it was Colonel Dart, Esq. who delivered the dedicatory oration, a copy of which is in the archives of the Carbondale Historical Society.

The Dickson Family: James and Elizabeth Dickson and their children: Thomas, Isabella, Mary, John A., and George L. In the portrait of George Linen Dickson in *PABRLCP*, pp. 456-57, we read: "The Dickson family originated in Scotland, and is of that sturdy type, honorable and energetic, characteristic of the nation. . . / A most estimable woman [Elizabeth Dickson], possessing Scotch traits of honesty, modesty, frugality and energy, she gave to her children the most careful training that they might 'act well their part in life.' "

James and Elizabeth Dickson: the parents of Thomas Dickson, the president of the Delaware and Hudson Canal Company, 1869-1884. James was the son of Thomas Dickson, "who served more than twenty years in the British army, was a sergeant in the Ninety-second Regiment of Highlanders, and bore a distinguished part in the battle of Waterloo, receiving a medal for gallantry in that engagement. At different times he received four other medals for meritorious action." James was born in Scotland and was an intimate friend of Sir Walter Scott. "In 1832, the cholera breaking out in Scotland, he and other families in the neighborhood, emigrated to Canada. . . After two years in Toronto, the family came to Pennsylvania and settled in the iron and coal districts at Dundaff, six

miles above Carbondale, residing on a farm while the father worked at his trade in New York. In 1836 he secured employment with the Delaware and Hudson Canal Company at Carbondale, and was general master mechanic [superintendent of the machine shop] until his death in 1880. /. . . Elizabeth was born in Berwickshire, Scotland, and died in May, 1866. She was a relative of James Hogg, the Scottish poet. . ."

Thomas Dickson: Born Landerdale, Scotland, March 26, 1824, died July 31, 1884. January 1, 1860: the coal and railroad departments of the D&H Canal Company separated and Thomas Dickson (age 36) was appointed superintendent of the coal department; he served in that capacity until 1864, when he was named to head the newly created office of General Superintendent of the entire works and served in that capacity for 7 years; named Vice President of the Delaware and Hudson Canal Company in 1867; named President in the summer of 1869 and served as president for 15 years (1869-1884).

James Douglas: In 1852 (at age 73) accepted the position of weighmaster at one of the mines of the D. & H. C. Co.; served for 18 years; retired at age 86.

Thomas Gillespie: Born in Scotland in 1805 and came to Carbondale in 1833, where he died on October 26, 1867. He was described by Eleanor Pritchard Jones as "a prince of a man; Carbondale's first broker." As a young man, he established a mercantile business in Carbondale with H. S. Pierce, under the firm name of Gillespie & Pierce, the success of which not only surpassed that of any other firm in Carbondale but also of any in Northern Pennsylvania. Together with James Stott, Gillespie and Pierce established the firm of Gillespie Pierce & Co. and engaged in the business of private banking with great success. The banking office of Gillespie, Pierce & Co. became, in 1864 the First National Bank of Carbondale, of which Thomas Gillespie was a director. He was a pillar of the First Presbyterian Church of Carbondale. He was a member of the Select Council, when Carbondale became an incorporated city on March 15, 1851. Such was his success in life that when he died, at the age of 63 years, Thomas Gillespie left \$300,000 to the families of his two surviving and one deceased brother and two sisters, numbering in all about 40 heirs.

John Hosie: mine superintendent: born in Sterlingshire, Scotland, June 2, 1812. In 1843 he engaged, under James Archbald, in the management of the Delaware and Hudson Canal Company's railroad from Carbondale to Honesdale, and during the two years he was thus employed he repaired the masonry on the company's canal. In 1845 he accepted the position of assistant superintendent, under Archbald, of the Delaware and Hudson coal mines at Carbondale. On November 12, 1845 he married Julia A. Beattys of Waymart. John Hosie was trapped in the 1846 mine cave-in but escaped. John Hosie died November 4, 1879.

Adam Hunter: "ADAM HUNTER, engineer at engine No. 5, was born in Scotland, in 1834, and married Mary Lynce of Ireland. He was a sailor about nineteen years, and came to Carbondale in 1869 and has since [up to 1880 at least] been in the employ of the D. & H. Canal Company, formerly at engine No. 3." (1880, p. 452C)

John Bloomfield Jervis: named Chief Engineer, March 14, 1827, served until 1829. John Jervis designed the Gravity Railroad that opened on October 9, 1829.

Hugh Jones: "HUGH JONES, a native of Ayrshire, Scotland, came in 1866 to Pittston, removing to Olyphant two years later to work in the Delaware and Hudson mines. There he worked until 1876, when he was appointed inside foreman of the White Oak colliery. He married in 1869 Margaret Pettigrew, of Olyphant, and has three children." (1880, p. 464C):

Archibald Law: mine superintendent: under the direction of Archibald Law the D&H opened the first deep underground anthracite shaft mine in America in June 1831.

Thomas Law: "THOMAS LAW, mine foreman, was born March 20th, 1847, in Scotland, and came to this country when a child, his parents settling in Dunmore, Pa. His first work in connection with mining was acting as weighmaster for the Pennsylvania Coal Company at Dunmore. Coming to Archbald in 1860 he served as weighmaster at the White Oak colliery until 1870, when he was promoted to his present position, that of outside foreman. Mr. Law married (August 17th, 1876) Frances, daughter of A. V. Gerbig, of Archbald, and has two children. He has served as president of the borough council, and has been its secretary since 1877." (1880, p. 464C):

John Love: "The maternal grandfather of Robert Reaves (*PABRLCP*, pp. 1068-69), John Love, was born in Scotland and bought his family here at the same time with John Dickson. Settling in Carbondale, he became a pattern maker for the Delaware and Hudson Company and continued in that position until his death." Robert Reaves was the son of P. A. and Mary (Love) Reaves. "His father . . . was a son of Peter Reaves, a native of Ayrshire, Scotland, who came to America in young manhood. . . By his marriage to Louise, sister of James Archbald, he had a son, P. A., who came to Carbondale in youth and learned the machinist's trade in the Delaware & Hudson shops with Thomas, George and John Dickson. Afterward he was appointed master mechanic of the Pennsylvania Coal Company with headquarters at Pittston."

James H. McAlpine: First Superintendent of the D&H Machine Shop.

Silas A. McMullen: The McMullen family is of sturdy Scotch ancestry. March 1, 1870, named Assistant Superintendent of the Pennsylvania Division of the Delaware and Hudson railroad. Born in Clinton Township, October 9, 1836. Since 1869 he has filled his present position and under his supervision the locomotive road from Scranton to Carbondale was built. Portrait in *PABRLCP*, pp. 465-66, + photo p. 464.

Silas K. McMullen: born in 1809 in Pleasant Mount; as early as 1827 was in the employ of the Delaware & Hudson Canal Company in the construction of the original Gravity Railroad. Was killed accidentally while running a stationary engine on the Gravity Railroad. "Born October 9, 1836, in Clinton, Wayne County, Silas McMullen came to Carbondale on February 22, 1869, and on March 1, was named assistant superintendent of the Pennsylvania Division of the Delaware & Hudson Canal Company's Division railroad. He was married to Louisa A. Hubbard of Wayne County." Jerry Palko notes

William J. McMullen: master of the trade and transportation department of the Delaware and Hudson Canal Company's railroad; born March 12, 1844 in Clinton Township. "Honesdale Branch Trainmaster William McMullen was instantly killed last evening about half past five o'clock. Mr. McMullen was returning from a tour of inspection over the branch on engine No. 53 and at Panther Bluff got off to throw a switch. He signaled engineer Colvin to back up and in crossing the track in front of the moving engine the tender struck him. No one saw the accident, the crew not knowing that it occurred until his body was seen under the locomotive. Deceased was born in Wayne county 56 years ago and has been in the service of the Delaware and Hudson company continuously since he was sixteen years of age. He was first employed on the coal dump in Waymart and finally through strict attention to business and his unusual capacity for railroading rose to the position of trainmaster of the Gravity railroad system, a position which he held for twenty years. Under his personal supervision the track between Farview and Waymart, replacing the system of planes, was laid and the changing of the gauge on the entire line which will be remembered as taking place about a year ago, was in a measure under his jurisdiction and was completed in a few days, a feat in railroading unusual as it was great. He had charge of all the excursion business on the old gravity road and personally looked after it."

John Gillespie Murray

Gentleman, tea merchant, bibliophile. Born in Scotland in 1825 in Dumfries shire, and died in New York City on May 10, 1854. He was the son of Jeanette Hume Gillespie (Murray) (Locke), who was the mother of Margaret Gillespie Locke, the wife of James Russell. He was a charter member of Carbondale Lodge No. 249, Free and Accepted Masons, which was formally constituted on September 11, 1850. No less than 31 books that were in his library are now in the collection of the Russell Homestead, Carbondale.

Col. William N. Monies: Born New Dailly, Ayrshire, Scotland, May 10, 1827, died January 10, 1881. Elected Poor Director of Carbondale, 1858. Captain of Company B, 136th Regiment PA Volunteers, Col. 30th Regiment PA Volunteers. Mayor of Scranton, 1869. Appointed first County Treasurer of Lackawanna County.

Andrew Nicol: in *PABRLCP*, pp. 678-79, we read: "ANDREW NICOL has seen the longest service with the Delaware & Hudson Coal Company of any man in their employ, having held one position for the past forty-five years. . . / Born in the lowlands of Scotland, in the parish of New Daily, Ayr, August 20, 1817, Mr. Nicol is a son of John, of the same locality, and grandson of David Nicol, who was a shepherd." In 1851 Mr. Nicol came to America, settling eventually in Carbondale, where he knew a mine foreman, a Mr. Bryden. "This gentleman introduced him to the superintendent and Mr. Nicol was given a position as a surveyor in the Delaware & Hudson mines, continuing there twenty years. . . In 1870 a law providing for the inspection of the anthracite fields was passed and to the surprise of our subject he has appointed inspector of mines by Gov. John W. Gary. The company who had so long depended upon his services did not want to let him go, but finally gave him leave of absence for six months, at the end of which time he returned to his old work. / In Glasgow, Mr. Nicol married Helen Brown, who was born in Maybole, County Ayr, Scotland." They were the parents of five children. "Andrew, the only son, lost his life through his heroism. He was about forty years of age at the time of his death and was his father's assistant as mining engineer in the Olyphant mine. In September, 1889, a fire occurred in the mine and in his efforts to extinguish the flames and save the other men he was himself overcome and so badly burned that he lived but three weeks. He carried two men half a mile to the shaft and they were rescued, while he, being the last one to leave, had to face death. He left a wife and three children to mourn his loss." Andrew Nicol, the father, "required four assistants to carry out his plans in the mines. He continued his general supervision of details until January 1, 1897; on that date, in consideration of his long and valuable services with the company, he was placed by them upon the retired list with a pension. . . He has never lived in a rented house in this country, as he bought one the first week he was in Carbondale." Andrew Nicol was killed in an explosion at the Eddy Creek mine in Olyphant on September 14, 1889. See page 317 herein for the accident report from *The New-York Times* of September 15, 1889 on the death of Andrew Nicol.

James Nicol: "JAMES NICOL, mine foreman, is a native of Scotland, and came to America when nineteen years old (a brother of Andrew Nicol, see above). He has been engaged in railroad contracting and mining since 1852. He became inside superintendent of Eddy Brook colliery in 1877. He married Annie Hunter, of Grassy Island, and has four children." He was also inside foreman at the White Oak mine, Archbald. (1880, p. 470C)

Roswell P. Patterson: R. P. Patterson & Sons wholesale grocery house, one of the most successful and flourishing concerns in the city of Carbondale, established in 1890 on Dundaff Street in Carbondale. Roswell P. Patterson, a son of Daniel Patterson, a native of Glasgow, Scotland, was born April 6, 1822. In 1848, he married Angeline, daughter of Leonard Starkweather, of Waymart. They were the parents of 4 sons and 4 daughters. (Their daughter, Isabel, a twin, married Charles McMullen of Scranton, who was a brother of S. A. and W. J. McMullen, both of whom held responsible positions with the D. & H.) In the period 1843-87, he was in the hotel business in Prompton, Honesdale, Waymart, and Herrick Center. In the portrait of the man in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 417-418, we read: "His success is all the more commendable when we consider that he started in life without means and has worked his way, unaided, to a position among the substantial men of his community."

George Pettigrew: "GEORGE PETTIGREW, miner, a native of Edinburg, Scotland, came to America in 1850, and to this town [Olyphant] in 1856. In 1863 he married Catharine Matilda Davis, a native of Wales, and he has two children. In 1880 he was elected burgess of Olyphant." (1880, p. 470D)

Finley Ross: He was assistant superintendent of the coal department, Delaware & Hudson Canal Company, and a prominent Republican of Scranton. He was born in Ayrshire, Scotland, in 1839, the son of Nathaniel and Janet (Frazier) Ross, also of that shire. In 1860 he came to Scranton and engaged as a machinist with the Delaware & Hudson Canal Company, becoming inside foreman at Leggett's Creek shaft. Later he was traveling assistant superintendent, then foreman, and in 1893 was promoted to be assistant superintendent of the coal department, Delaware & Hudson Canal Company, which position he has since held.

James and Margaret (Locke) Russell: James Russell was a farmer, dairyman, and coal dealer. He served as Justice of the Peace of Fell Township from 1851 to 1872. He and his wife, née Margaret Locke, were both natives of Scotland (he came to America in the fall of 1840; she, in April 1847). They were married in January, 1851. In the countryside around Carbondale in the nineteenth century and well into the twentieth century were a large number of farms that provided a wide array of foodstuffs for Carbondale and the industrialized Lackawanna Valley. Among those farms was the one established by James and Margaret Russell in Fell Township. That farm became, in 1962, the Homestead Golf Course.

Alexander Shannon: born in Dumfries, Scotland, July 12, 1825, and grew to manhood on the home farm, where he acquired a broad knowledge of landscape design and maintenance. He Came to America in 1850 and after a short time secured work in the railroad department of the Delaware & Hudson Canal Company. Working for the Wurts Brothers, he designed and planted Hendrick Park, Carbondale. From 1870 to 1893, he worked for Van Bergen company. Alexander Shannon's son, William, born May 10, 1863, worked for several years in the freight department of the Delaware & Hudson Canal Company. Together with his brother, John B. Shannon (photo on page 336 the biographical portrait of John B. Shannon in *Portrait and Biographical Record of Lackawanna County, Pennsylvania*, 1897, pp. 337-39), in 1889, they established the highly successful mercantile firm of J. B. Shannon & Co. John B. Shannon, in partnership with Hon. J. F. Reynolds purchased the Johnson estate, "a tract of land adjacent to the city. . . which they called Reynshanhurst, selecting that name from eight hundred names suggested, in answer to an advertisement in our local papers, offering a prize to the person giving the most appropriate name to the plot. 'Reyn-shan-hurst,' combining the first half of the names of the owners [Reynolds, Shannon, Swindlehurst], was chosen and John H. Reese of our city received the prize. The plot was laid out in avenues and lots, one avenue being named Shannon Avenue after our subject." A substantial apartment block, the Shannon Block, stands today on North Main Street in Carbondale.

George Simpson: pioneer coal operator of Archbald; the 'Ridge,' lying a short distance southeast of Archbald, was named *Simpson* after George Simpson. He was born in Dumfries, Scotland, on November 12, 1823, and died in Archbald at the age of 60, his earthly remains are interred in Maplewood Cemetery. In 1857, the coal firm of Eaton & Co. was organized, which was composed of Alver Eaton, George Simpson, and Edward Jones. For more on George Simpson, see herein pp. 356-61.

Andrew Smith: "ANDREW SMITH comes from a long line of sturdy, God-fearing Scots, noted for their honorable dealings with all men and their unquestioning allegiance to whatever they believe to be the true and right. . . The birth of Andrew Smith took place in Deanhead, Haddington, Scotland, June 25, 1849, and his first years were passed in Pennston. He . . . was only ten years old when he began working in the mines. There were then no modern appliances and the miners were obliged to slide down a rope from three hundred to five hundred feet. It was his duty to push the cars to the foot of the shaft, but as time went on he became a practical miner and was promoted to be assistant foreman when he was only twenty years old. In 1872 he was made mine foreman at Fountain Hall, remaining there eight years. . . [In 1884 he came to Pennsylvania.] Finding employment with Linderman & Skeer as a miner in their Hazleton collieries he stayed there until 1887, when he became outside foreman for Thomas Waddell. Soon he was given the place of inside foreman with the Mount Jessup Coal Company, having his

home in Winton at this time. For a year or more he worked for the Delaware & Hudson Canal Company at Grassy Island, and for the past seven years has been inside foreman at the Marvine shaft with the same firm. / In 1871 Mr. Smith married in Edinburgh, Margaret McLeod, of the old family of McLeods of Caithness, Scotland." (*PABRLCP*, pp. 592-93)

Joseph Vannan: "JAMES VANNAN, engineer at engine No. 1, was born in Glasgow, Scotland, in 1834, and married Euphemia Harris, of New Jersey. He came to Carbondale in the fall of 1845 and has held his present position since 1860." He retained the position of engineer at engine No. 1 until the road was abandoned in 1899. (*1880*, p. 452E-F)

John Whyte: "JOHN WHYTE, mine foreman, was born in Dumfries-shire, Scotland. Coming to America in 1869, he settled in Ransom township, removing to this place [Archbald] in 1870, where he was married in May, 1872, to Sarah Wills. He has three children. He was weighmaster at the Eaton colliery until 1878, when he was appointed outside foreman, which position he now fills." (*1880*, p. 464D)

John T. Williams: Named foreman in the foundry of the Van Bergen Company, Limited, Carbondale, in February 1891. Born, February 12, 1854, in Baltimore, the son of John Williams, a native of Scotland. Worked as a slate picker as a boy. Learned the foundry business. "He is a thorough mechanic, an experienced business man, and is well qualified for his present responsible place. In addition to this work, he is a stockholder in a glass plant in Scranton. Characterized by industry and integrity, he has gained a competency of this world's goods, for he had no one to assist him in the battle of life." (*PABRLC*, pp. 548-49)

Amzi Wilson: Born in 1795 and died in 1872. Celebrated editor and publisher of the *Northern Pennsylvanian*, one of the earliest newspapers published in northeastern Pennsylvania. The paper was published in Dundaff. When it became clear that Carbondale was becoming the business center for the surrounding country, he moved his office to Carbondale, in 1833, where he continued, with great success, to publish the paper until 1837, when he sold to William Bolton, Esq. in exchange for a farm. Bolton moved the paper to Wilkes-Barre, April 24, 1840. 1837, Amzi Wilson was a school director in Carbondale. In the *Northern Pennsylvanian* of February 11, 1837 we read: Married "At Canaan, Wayne County, on Sunday the 5th inst. by Noah Rogers, Esq. AMZI WILSON, Esq., Editor of the *Northern Pennsylvanian*, of Carbondale, Luzerne County, to Miss ESTHER, daughter of Nathaniel Wetherby, of Greenfield." (*Northern Pennsylvanian*, February 11, 1837, p. 3). He was initially appointed Justice of the Peace by the governor, and then elected to the office. He was also for many years a member of the bar, having begun practicing law in Carbondale in 1841. He was commissioned as Alderman of the

Third Ward of Carbondale, June 1862. He owned property in the Wilson Creek area of Simpson. The creek that flows through that area today is still known as Wilson Creek. In his final years, the loss of his sight incapacitated him for active business. He died on May 28, 1872, the same day as James Russell (listed above). Both men, as it turns out, were in the Carbondale court--Wilson as a witnesses, and James Russell as a juror—on the Wednesday before their deaths and, at the time, both were in good health. Upon his death Amzi Wilson left a widow and three children—Dr. J. N. Wilson, of Hollisterville, Wayne Co., and two daughters, married, and resident in Carbondale. We will have a lot more to say about Amzi Wilson in Volume XXIV in this series.

Andrew Wyllie: Superintendent of the iron department of the D&H blacksmith shops at Carbondale. Foreman of the D and H Canal Company's blacksmith shops, born in Scotland and came to Carbondale in 1851. Married Isabella Diack.

Coe F. Young: born near Mount Hope, Orange County, NY, May 15, 1824. At age 13 began driving on the towing path of the D&H Canal. In the spring of 1852 he bought of Major Cornell a half-interest in the canal freight line between New York and Northeastern Pennsylvania. After five years, he became, by purchase the sole proprietor of the line, and operated it alone for seven years longer. On January 1, 1864, at the solicitation of George Talbot Olyphant, president of the company, and Thomas Dickson, general superintendent, Mr. Young entered the service of that company as superintendent of the Canal Department; and in 1865 the Rondout and Weehawken Department was placed under his supervision. He was appointed general superintendent of the D&H on March 1, 1869, served in that capacity until July 1885. In 1869 Mr. Olyphant resigned as president of the company and was succeeded by Mr. Dickson. Mr. Young was then made general superintendent, and, after three years, became general manager, a position in which he served until the death of Mr. Dickson, in July, 1884, when he was elected vice-president and general manager of the company.

Horace G. Young: son of Coe F. Young; in 1882, Horace G. Young was appointed Assistant General Manager; on September 30, 1885, he was appointed general manager to fill the vacancy created by the resignation of his father. In July 1884, when Thomas Dickson died, Coe F. Young (a confidential and long-term friend of Thomas Dickson's) was elected vice-president and general manager of the company. On October 1, 1885, Coe F. Young resigned and his son, Horace G. Young, was named vice president and general manager of the company. He was 2nd VP in 1898 when the closing was announced, and he was VP in 1899. He was a Manager in 1899. C. R. Manville was superintendent. R. M. Olyphant was president.

Ireland

At least 8 million men, women and children emigrated from Ireland between 1801 and 1921. That number is equal to the total population of the island in the fourth decade of the nineteenth century.

The high rate of Irish emigration was unequalled in any other country and reflects both the overseas demand for immigrant labor and the appalling lack of employment and prospects for the average Irish person.

Nineteenth-century emigration from Ireland is usually broken down into three distinct phases: 1815-1845, when 1 million left; 1846-1855, when 2.5 million left; and 1856-1914 when 4 million departed.

These figures are considered underestimates because it is difficult to ascertain the numbers who settled permanently in mainland Britain. Ireland was still a part of Britain, so travel to or from Wales, Scotland and England was not subject to any scrutiny.

About 80% of Irish emigrants who left their homes in this period were aged between 18 and 30 years old.

As the figures above suggest, the levels of emigration from Ireland up to 1847 did not materially reduce the population of Ireland. But in that year, the first after the potato harvest had failed so spectacularly, the exodus really began.

According to figures collated 15 years later, some 215,444 persons emigrated to North America and other British Colonies in that one year alone. This doubled the previous year's figures for Irish emigration.

Between 1841 and March 1851, North America was the most popular destination while some 300,000 went to Australia. Emigration from Ireland to New Zealand did not get underway until later. An estimated average of 2,000 people emigrated there between 1871 and 1920.

These Irish immigrants to America were former tenant farmers, peasant villagers, and cottiers on English-owned estates who fled or were driven from Ireland by landlord efforts to clear their estates and consolidate their holdings and by failures of the potato crop, the staple of food of the Irish tenant.

Catastrophic crop failures 1845:

Why did the Irish potato crop fail? Because of monocropping of primarily one high yield variety of potato, the Lumper potato. High yield varieties of plants and animals are frequently weak genetically and incapable of adapting to local conditions.

In the late sixteenth century, the Spanish took potatoes (first domesticated high in the Peruvian Andies, where thousands of varieties of potatoes were and still are grown) back to Europe. By the early 19th century, it had become a reliable backup to cereal crops, especially in Ireland, where it soon became the food staple.

The Irish planted primarily one variety, which grew prodigiously but which was genetically frail, the Lumper potato. The Irish Potato Famine, also known as the Great Hunger, began in 1845 when a fungus-like organism called *Phytophthora infestans* (or *P. infestans*) spread rapidly throughout Ireland. The infestation killed up to one-half of the potato crop that year, and about three-quarters of the crop over the next seven years.

Because the tenant farmers of Ireland—then ruled as a colony of Great Britain—relied heavily on the potato as a source of food, the infestation had a catastrophic impact on Ireland and its population. Before it ended in 1852, the Potato Famine resulted in the death of roughly one million Irish from starvation and related causes, with at least another million forced to leave their homeland as refugees.

From the Internet:

“After 168 Years, Potato Famine Mystery Solved,” by Barbara Maranzani, May 21, 2013

An international team of scientists has finally solved one of history’s greatest mysteries: What caused the devastating Irish potato famine of 1845? The research team, which published its findings in the journal *eLife* this week, used DNA sequencing of plant specimens dating from the mid-19th century to identify the pathogen that led to the death of nearly 1 million people and the mass emigration of another 2 million from Ireland by 1855. The discovery marks the first time scientists have successfully sequenced a plant’s genome from preserved samples and opens the door for further research into the evolution of pathogens and the spread of plant disease around the world.

Scientists have long known that it was a strain of *PHYTOPHTHORA INFESTANS* (or *P. INFESTANS*) that caused the widespread devastation of potato crops in Ireland and northern Europe beginning in 1845, leading to the Irish Potato Famine.

P. INFESTANS infects the plant through its leaves, leaving behind shriveled, inedible tubers. The most likely culprit, they believed, was a strain known as US-1, which even today is responsible for billions of dollars of crop damage each year. To solve the mystery, molecular biologists from the United Kingdom, Germany and the United States examined DNA extracted from nearly a dozen botanical specimens dating back as far as 1845 and held in museum collections in the UK and Germany, which were then sent to the Sainsbury Laboratory in Norwich, England. After sequencing the genome of the 19th century samples and comparing them with modern blights, including US-1, they were able to trace the genetic evolution of P. INFESTANS around the world and across centuries.

The researchers concluded that it wasn't in fact US-1 that caused the blight, but a previously unknown strain, HERB-1, which had originated in the Americas (most likely in Mexico's Toluca Valley) sometime in the early 19th century before spreading to Europe in the 1840s. HERB-1, they believe, was responsible for the Great Famine and hundreds of other potato crop failures around the world. It wasn't until the early 20th century that improvements in crop breeding yielded potato varieties that proved resistant to HERB-1 that the deadly infection was stopped in its tracks. Scientists believe that the HERB-1 strain is now extinct.

First domesticated in southern Peru and Bolivia more than 7,000 years ago, the potato began its long trek out of South America in the late 16th century following the Spanish conquest of the Inca. Though some Europeans were skeptical of the newly arrived tuber, they were quickly won over by the plant's benefits. Potatoes were slow to spoil, had three times the caloric value of grain and were cheap and easy to grow on both large farms and small, backyard lots. When a series of non-potato crop failures struck northern Europe in the late 18th century, millions of farmers switched to the more durable spud as their staple crop.

Nowhere was dependency on the potato more widespread than in Ireland, where it eventually became the sole subsistence food for one-third of the country. Impoverished tenant farmers, struggling to grow enough food to feed their families on plots of land as small as one acre, turned to the potato en masse, thanks to its ability to grow in even the worst soil. Requiring calorie-heavy diets to carry out their punishing workloads, they were soon consuming between 40 and 60 potatoes every day. And the potato wasn't just used for human consumption: Ireland's primary export to its British overlords was cattle, and more than a third of all potatoes harvested were used to feed livestock.

By the early 19th century, however, the potato had begun to show a tendency toward crop failure, with Ireland and much of northern Europe experience smaller blights in the decades leading up to the Great Famine. While the effects of these failures were largely ameliorated in many countries thanks to their cultivation of a wide variety of different potatoes, Ireland was left

vulnerable to these blights due to its dependence on just one type, the Irish Lumper. When HERB-1, which had already wreaked havoc on crops in Mexico and the United States, made its way across the Atlantic sometime in 1844, its effect was immediate—and devastating. Within a year, potato crops across France, Belgium and Holland had been affected and by late 1845 between one-third and one-half of Ireland's fields had been wiped out. The destruction continued the following year, when three-quarters of that year's harvest was destroyed and the first starvation deaths were reported.

As the crisis grew, British relief efforts only made things worse: The emergency importation of grain failed to prevent further deaths due to Ireland's lack of working mills to process the food; absentee British landlords evicted thousands of starving peasants when they were unable to pay rent; and a series of workhouses and charity homes established to care for the most vulnerable were poorly managed, becoming squalid centers of disease and death. By 1851 1 million Irish—nearly one-eighth of the population—were dead from starvation or disease. Emigration from the country, which had steadily increased in the years leading up to the famine, ballooned, and by 1855 2 million people had fled, swelling the immigrant Irish populations of Canada, the United States, Australia and elsewhere. Even today, more than 150 years later, Ireland's population has still not recovered its pre-famine level. Those that stayed behind, haunted by their country's suffering, would form the basis of an Irish independence movement that continued into the 20th century.”

In the anthracite coal fields of northeastern Pennsylvania, a great many of the Irish immigrants to America found jobs in the anthracite and railroad industries and started their lives over.

The first Saint Patrick's Day Parade in Lackawanna County took place on March 17, 1833 in Carbondale:

March in Carbondale

First St. Patrick's Parade Held in 1833

3-11-1979

By CHARLES A. MCCARTHY
Area Historian

There'll be plenty of singing and dancing and the "Awearin O The Green" in Scranton next Saturday when the Lackawanna County St. Patrick's Day Parade Association conducts its 18th annual parade, commencing at noon.

Traditional High Masses honoring "The Great and Glorious St. Patrick" will be celebrated that day throughout the Scranton Diocese.

Initial St. Patrick's Day parade of record in the present limits of Lackawanna County was arranged at a meeting held in the Carbondale residence of Thomas Boland, on Saturday, March 2, 1833, 146 years ago. A parade conducted in Carbondale that year, on the Feast Day of the Emerald Isle's Patron Saint, commenced at seven a.m.

The first St. Patrick's Day parade in Scranton, on Friday, March 17, 1853, 126 years ago, formed in front of 325 Prospect Ave. in South Scranton. John Hawkes was marshal. Ancestors of Chief Federal Judge William J. Nealon were in the forefront of this memorable procession.

Three-quarters of a century ago, on Monday, March 17, 1904, more than 3,000 men and boys marched in Scranton's three division parade honoring Ireland's Patron, commencing at 11 a.m., under the sponsorship of the Ancient Order of Hibernians of Lackawanna County.

In the line-of-march that year were A.O.H. units from: Scranton, Olyphant, Jessup, Jermy, Carbondale, Minooka, Archbald, Dickson City, Forest City, Old Forge, Taylor, Dunmore, Green Ridge, North Scranton, Pine Brook, Moosic, Pittston, Plains Township and Wilkes-Barre.

Tens of thousands of residents from various sections of Northeastern Pennsylvania crowded vantage points in central Scranton to witness this spectacular exhibition, the greatest in the Electric City in many years.

James A. O'Hara, grand marshal of the colorful procession, was mounted on a spirited charger. John P. Collins was chief-of-staff.

Mounted aides were: John J. Jordan, Thomas Gibbons, Owen F. McKenna, Thomas Melvin, Michael McHale, Thomas Savage, T. P. McNulty, Stephen McDonald, Patrick White, John Hawkes, John Tully, Martin Ferguson, T. J. Burke, Patrick Merritt, John Hayes, J. J. Moran, M. H. Price, Edward J. Jennings, P. F. Boland, Austin Lynch, Thomas Hennigan and Patrick Thomas.

Clergymen rode in horse drawn carriages at the head of the parade. Ancient Order of Hibernians officers, including state vice president C. C. Donovan and state secretary John P. Gibbons, and General Samuel Pearson, a veteran of the Boer War, and additional special guests rode in a total of 17 carriages.

Division commanders were: P. F. Cusick, P. J. McAndrew, and P. J. Mulherin.

Special features of the parade that St. Patrick's Day included Company H, Pennsylvania National Guard of Pittston, commanded by Capt. Edward A. Dougher; Father Moses Whitty Company of Providence, in charge of Major T. P. Stuart; and Company A, Irish Volunteers, John Dorsey commanding.

Ten bands marched and played Irish airs that day. Among these were: Lawrence Band, Bauer's Band, Jessup Parish Band, Archbald Serenade Band, Mozart Band, Mayfield Band, Eagle Band, Taylor Band, Forest City Band, and Kane's Military Band.

A total of eight drum, bugle and fife corps livened the day with familiar Irish tunes, including "O'Donnell Abou," "Come Back to Erin," and the "Minstrel Boy." These musical units included: Green Ridge Drum Corps, John Mitchell Drum Corps of Plains, Bellevue Drum Corps, Cathedral Cadets Drum Corps, Simpson Drum Corps, Eagle Drum Corps, Meadow Brook Drum Corps, and John Drum Corps.

First Saint Patrick's Day Parade in Lackawanna County held on March 17, 1833 in Carbondale.

Wales

In the late seventeenth century, there was a large emigration of Welsh Quakers to Pennsylvania, where a Welsh Tract was established in the region immediately west of Philadelphia. By 1700, the Welsh accounted for about one-third of the colony's estimated population of twenty thousand. There are a number of Welsh place names in this area. There was a second wave of immigration in the late eighteenth century, notably a Welsh colony named Cambria established by Morgan John Rhys in what is now Cambria County, Pennsylvania.

The Welsh were especially numerous and politically active in colonial Pennsylvania, where they elected 9% of the legislature. In the nineteenth century thousands of Welsh coal miners emigrated to the anthracite and bituminous mines of Pennsylvania, many becoming mine managers and executives. The miners brought organizational skills, exemplified in the United Mine Workers labor union, and its most famous leader, John L. Lewis, who was born in a Welsh settlement in Iowa.

A. The D&H Recruited in Wales

The D&H recruited miners and their families in Wales and brought them to America.

On July 14, 1830, 20 Welsh families, recruited by the D&H, arrived in Carbondale. Among them were four regular Baptists. In 1880 (p. 449), we read:

“In the summer of 1830 twenty Welsh families came to Carbondale to work in the new coal mines. Among them were four regular Baptists, John and James Brown and their wives. John was a deacon in the church whence he came, while James was a minister of the Baptist faith. Prayer and preaching meetings were soon commenced at the house of Deacon Bowen, on the site of the store of Patrick Moffitt, Jr. For a time the congregation consisted of only a few Welsh families. These subsequently united with the Greenfield church, but in the spring of 1833 took letters of dismission and organized the First Baptist Church of Carbondale, with 43 constituent members, and subsequently built a house of worship, now standing on South Church street. The present value of the church property is \$5,000. The membership is 120. William Davies is superintendent of the Sunday School.”(1880, p. 449)

From the obituary of Mrs. John Bowen, who was among those twenty Welsh families, we learn many additional details about those families. Among the very interesting details that we learn is the fact that Mrs. Bowen, nee Martha Phillips, was a member of the Lanwenarth Baptist Church in Wales, where she and John Bowen were married in 1880. Here is the obituary of Mrs. Bowen, who died on December 13, 1858, that was published in the December 18, 1858 issue (p. 2) of the *Carbondale Advance*:

“Obituary—Mrs. Bowen. / DIED—In Blakely, on the 13th, inst., MRS. MARTHA PHILLIPS, wife of Dea. *John Bowen*, in the 82nd year of her age. /The subject of this notice, born in Wales in Sept., 1778, early made a profession of religion and united with the Lanwenarth Baptist Church. She was married to Mr. Bowen in 1808, and with her husband and family emigrated to this country in 1830. They came in a company of 20 persons, leaving their native land on the 6th of May, and arriving at New York on the 2d, and at Carbondale on the 14th of July following. Of this company four were Regular Baptists, viz: John and James Bowen, with their wives, John was a Deacon, James a Minister and their wives were members—embracing the elements of a gospel church. Ways were soon devised and means employed to promote their spiritual interests and propagate their cherished sentiments.—Meetings for prayer and preaching were commenced at the house of Dea. Bowen on the west side of Main Street, on the site now occupied by the Store of Patrick Moffitt, Jr. For a time their congregations were comparatively small, consisting of only a few Welsh families. It was not long, however, before some of their American neighbors of various denominations met with them occasionally, attracted chiefly by the ‘songs of Zion in a strange’ tongue. This curiosity was frequently improved by repeating the substance of the services and sermon in English for the profit and pleasure of that portion of the audience unable to understand the Welsh language. Their numbers were also augmented from time to time by fresh emigrants from Wales, of whom a fair proportion were Regular Baptists. / These Welsh members having united with the Greenfield---now Scott Valley—Church, soon became a prosperous branch of that Church, holding covenant meetings and enjoying occasional preaching both in Welsh and English. In the Spring of 1833 they took letters of dismission and organized as the First Baptist Church of Carbondale; with forty-three constituent members. Their public worship was now conducted chiefly in the Welsh language—a practice this Church still continue. In the autumn of 1850, Mr. Bowen and his late companion took letters of dismission from the Welsh church and united with the Berean Baptist Church of this city, of which Mrs. Bowen was an esteemed member at the time of her decease. Her funeral was attended in the Baptist meeting-house at Blakely on Wednesday of this week, where services were conducted both in Welsh and English, at the request of her bereaved husband.”

On October 31, 1832, seventy additional Welsh families that were recruited in Wales by the D&H arrived in Carbondale from Wales. We learn many very interesting details about this second group of Welsh families from a reminiscence by Elias Thomas that was published in the *Carbondale Evening Leader*, Wednesday, November 5, 1890):

"A STORY OF THE EARLY DAYS. / Elias Thomas Gives Some Reminiscences of Carbondale. / Fifty-eight years ago this month [in October/November 1832] there arrived in the little mining village of Carbondale a large party of Welsh miners. The men of this party numbered about seventy, but as they were nearly all married and brought their wives and

children with them the population of the mining settlement was increased by nearly two hundred. Early in the summer of 1832 the managers of Delaware & Hudson Canal Company sent John Thomas (known as the nightmaster) over the Atlantic to employ experienced coal miners [emphasis added] and he found little difficulty in obtaining the men in South Wales. By the first of August he had secured seventy practical miners. / These men with their families made up a large company, so large in fact, that the owners of the vessel chartered to bring them to the United States declined to take the entire party. The vessel known as the 'Cosmore,' was one of the largest ships afloat at the time, but Mr. Thomas was obliged to divide up his party and arrange with the owners of the 'Fame' a trim-built three-master, to take all the passengers that the 'Cosmore' failed to provide room for. / The 'Cosmore' sailed from Bristol, England, about August 15th, bound for New York. The 'Fame' sailed September 1st, bound for Philadelphia, and forty-five days later the little vessel landed her passengers on the banks of the Delaware. From Philadelphia the emigrants were taken in wagons overland to New York where they were met by Maurice Wurts who gave them a hearty welcome to the new country. The 'Cosmore' had not yet reached New York and as the cholera was then raging at that time Mr. Wurts decided to hurry the new comers to their destination. / The journey from New York to the coal region consumed two weeks. From Rondout to Honesdale a canal boat and from Honesdale to Carbondale coal cars were the best conveyances provided. During the canal trip cholera broke out among the passengers and among the victims were Mr. and Mrs. William Parry, who left to the care of their country people the three small children made orphans by the dreadful scourge. / Among the passengers of the 'Fame' was Elias Thomas, the veteran watchman who has stood at engine 28 and sounded the fire alarm on the first appearance of a blaze, for more than a quarter of a century. Mr. Thomas was then a lad, in his tenth year, but he retains in memory vividly all the experiences of ship life and the ravages of cholera while a passenger on the canal boat. Mr. Thomas in conversation with a news gatherer, a few days ago said: / 'We reached Carbondale about sundown October 31, 1832, and were met by the Welsh people who were already settled here. We, that is, our family—were cared for by my uncle, Rev. William Richmond, and we were soon comfortably housed in a frame building which is still in existence on South Church street. That very night my sister Mary was taken sick and my mother soon found that it was a case of small pox, and so on our first day in the coal village we were made prisoners and notified not to leave the house or mingle with the residents of the village until every trace of the disease had disappeared. / It was as good quarantine regulations if not better than could be provided in this city to-day. We were provided with everything that we asked for and that without money and without price. The people sent food and the merchants sent provisions, and when the Doctor declared that there was no further danger the holiday season was approaching. Of that party of Welsh immigrants, my sister, Mrs. George Lewsley, and myself alone remain in this locality. Of the other passengers whose names are familiar to the old settlers were William Maxey and his sons David, John and George, Isaac and William Morgan, Roderick Phillips, James Williams, Rosser Williams and his three sons, William, John and Henry. The descendents of these pioneer miners are scattered all over the country and the number of old residents who will recall the familiar names are being rapidly thinned out by the grave reaper." (clipping in Gritman scrapbook, dated *Evening Leader*, Wednesday, November 5, 1890)

One of the group of 70 Welsh miners who were brought to Carbondale in 1832 by the D&H was Daniel Scurry, the father of Daniel Scurry (Carbondale merchant of the partnership of Pascoe and Scurry). This we know from the obituary of the Carbondale merchant, Daniel Scurry, who died on March 29, 1903 at the age of 63 ("Daniel Scurry Passes Away," clipping in Gritman scrapbook, dated March 30, 1903). In that obituary we read:

"The father of the deceased was Daniel Scurry, who came here from Wales with a band of Welsh settlers in 1832. This was a short time after the opening in this city of the first underground anthracite mine in America, now commemorated by a monument at the foot of the hill on the West Side. The senior Scurry came here with the other Welsh miners as experts to aid in the development of the Delaware and Hudson mines and to reduce the cost of mining, which at that time was followed after some crude methods. The father of the deceased wedded Mrs. Jane Matthews, who, with her deceased husband, was one of the band of pioneers from Wales. Daniel Scurry, the deceased, was one of several children of the union. His parents were among the most highly respected and esteemed residents of the town. His father was looked upon as a leader among his countrymen who came here with him, and he was endeared to them all. His knowledge of the mining industry, and his capacity for leading men won him advancement under the Delaware and Hudson company, and for years he was mine superintendent in this vicinity."

Daniel Scurry, the father, was hurt in an accident in the mines in July 1846. In the *Carbondale Democrat* of July 17, 1846, we read:

"**ACCIDENTS.**--Two of our Welsh citizens have been seriously though it is believed not dangerously hurt in the mines in this place during the past week--Messrs. John H. Davis, and Daniel Scurry. Mr. Davis was hurt on Saturday last by the premature discharge of a cartridge—Mr. Scurry, on Monday, by the falling of a pillar of coal upon him." (*Carbondale Democrat*, Friday, July 17, 1846, p. 2)

B. Other Early Welsh Settlers in Carbondale

In 1833, Thomas Voyle, who was to become one of Carbondale's leading citizens later in the nineteenth century and who served four terms as mayor of Carbondale, arrived in Carbondale. At the time he was 13 years old. That we know from his obituary, which was published in the August 18, 1892 issue of the *Carbondale Leader* (p. 4). Here is that obituary:

EX-MAYOR VOYLE DEAD.

One of the Oldest and Best Known Residents of the City.

Thomas Voyle died at his home on River street shortly after one o'clock this morning. He was taken ill six weeks ago and had been confined to the house since that time although his condition was not considered alarming until yesterday. The malady from which he suffered was pleuropneumonia. Early last evening he was resting comfortably and his family had no thought that the end was so near. The final summons came suddenly and he passed away quietly, almost without a struggle. During his long life he had been a very active man, living comparatively free from physical ailments and few men were as vigorous at seventy as he was when stricken with the malady that closed his career.

Thomas Voyle was born in Dowlais, South Wales, on September 30, 1820, and came to the United States at the age of 13 in November 1833.

→ Mr. Voyle was born at Dowlais, South Wales, September 30th, 1820, came to the United States, November 7th 1833, and two weeks after his arrival in Philadelphia he came to Carbondale. During the next year he obtained employment in the grocery store of Lewis G. Ensign. From 1836 to 1839 he was employed at Port

Dowlais is a village and community of the county borough of Merthyr Tydfil, in Wales. At the 2011 census it had a population of 6,926, reducing to 4,270 at the 2011 census having excluded Pant. Dowlais is notable within Wales and Britain for its historic association with iron working; once employing, through the Dowlais Iron Company, roughly 5,000 people, the works being the largest in the world at one stage.

"Four times Mr. Voyle was elected mayor of this city."

Carbon, Schuylkill county; from 1839 to 1849 he was a resident of Hazleton and December 24th 1849 he returned to this city and engaged in mercantile trade with S. S. Clark as a partner and for three years occupied a building on Salem avenue near the site of the place now owned by B. S. Clark. March 22d 1852 Mr. Voyle entered co-partnership with Henry Evans and William Davis and this firm opened the place of business corner Seventh avenue and Main street known for many years as the Arcade. In 1858 Mr. Voyle opened a branch store at Olyphant which for many years was the leading establishment at that place. Notwithstanding the large private interests which demanded his attention Mr. Voyle always found time to devote to public affairs and was frequently called by the people to hold positions of honor and trust in the public service. Four times Mr. Voyle was elected mayor of this city. During the existence of the mayor's court he served three years as marshal, and was a most efficient officer; served as select councilman seven years, several terms as member of the board of city auditors; several years as street commissioner and two years as auditor of Lackawanna county. In politics he was an active member of the Democratic party and was on several occasions a prominent candidate for the office of sheriff of Luzerne county.

He was married November 26th 1841 to Anna Davenport who together with three daughters, Mrs. L. Rashleigh, Mrs. Charles Stephenson and Mrs. R. B. Van Bergen survive him. The funeral will take place Saturday afternoon from the family residence on River street at 3:30 o'clock. Interment in Maplewood cemetery.

In Maplewood Cemetery, Carbondale, there are three tombstones that mark the graves of Welsh persons who died in the period 1832-1837:

1. Mary Davis, died January 30, 1832, aged 44 years
2. Samuel Davies, died January 7, 1833, aged 26 years
3. Magdalene Davies, died March 12, 1834, aged 5 years
4. William Davies, died December 3, 1837, aged 35 years

It appears to be highly probable that these persons, all born in Wales, were among the ninety Welsh families that came to Carbondale from Wales in the period 1830-1832.

Given below are copies of the inscriptions on those three stones as well as photographs of the stones themselves.

1. WIFE OF REV. JOHN DAVIS

In Memory of
MARY Wife of the Rev.d JOHN DAVIS
A native of Llansamlet in Wales who
Died Jan 30, 1832 aged 44 years

Canys byw i mi yw Crist a marw sydd elw

Translation

For me to live is Christ to die is gain.

Notes:

Llansamlet is a suburban district of Swansea, ceremonial county of West Glamorgan, Wales. Similar to many other places in Wales where the name begins with Llan, Llansamlet is named after a saint, Saint Samlet. There is a Saint Samlet's Church in the area on Church Road. Llansamlet was an important coal mining area from at least the 14th century. Initially coal was

mined for export but with the coming of the copper industry in the 18th century much of the output was used for smelting purposes. In 1770 the principal mineral properties were acquired by Chauncy Townsend and they remained in his family until his great-grandson, Charles Henry Smith, relinquished them in 1870. By this time all the best seams had been worked out and output was in decline. Coal-working finally ceased in the first half of the 20th century. Much of the former mining area is now occupied by the Swansea Enterprise Park.

LLAN SAMLED, in the Cwmwd of Harfryn, Cantref of Ffyniog (now called the Hundred of Llan Gefelach), Co. of GLAMORGAN, South Wales. The Resident Population of this Parish, in 1801, (consisting of the Higher and Lower Divisions) was 2567. Here is a Free School, endowed during the pleasure of John Smith, Esq. This Parish contains about 5000 acres of cultivated Land, and about 500 acres uncultivated. There are excellent Seams of Coals now working in the Parish, which are conveyed in Barges by a Canal to the Sea-Port of Swansea. Here are also three large Copper-works, and two Mills for the purpose of finishing the Copper for Market."

Historically, the region was part of the Principality of Deheubarth until the Norman invasions between 1067-1101. From 1135 the Normans wrested the region from the Prince of Deheubarth and formed the basis for the Marcher Lordship of Kilvey of comital rank. After the Laws in Wales Act 1535 abolished Marcher lordships, the region was incorporated into the county of Glamorgan. The parish of Llansamlet became part of the borough of Swansea in two boundary changes in 1835 and 1918.¹

"For me to live is Christ to die is gain." Philippians I: 21

Mary Davis is No. 55 in the Maplewood Cemetery interment records, where we read: "55 Davis Mrs. Rev. Jno. Removed from Yard [written in the 'Disease' column] April 8 1834 [Date of Burial in Maplewood Cemetery] Welsh [Nativity]" Mrs. Davis, who died on January 30, 1832 (nine months before Maplewood was established as a burying ground, in late October 1832) is one of seven burials that took place in Maplewood on April 8, 1834, all of them "Removed from Yard." The seven bodies in question were probably buried in the church yard of one of the early Welsh churches in Carbondale [possibly the First Baptist Church, which was formed by the 20 Welsh families who arrived in Carbondale on July 14, 1830; the Welsh Congregational Church received a gift of land from the D&H and organized their church in 1835. Their edifice (later owned by the Salvation Army) was on the west side of South Church Street at 8th Avenue, Rev. L. Williams was their first pastor.], and when Maplewood was established in late October 1832, the decision was made to remove the bodies from the church yard to Maplewood Cemetery.

2. SAMUEL DAVIES

**IN Memory of
SAMUEL DAVIES,
Native of the Parish of
Llanguic, in Wales, who
departed this life Jan.y 7th
1833 Aged 26 Years.**

**Am hynny byddwch chwithau
barod: canys yn yr awr ni
thybioch y daw Mab y dyn.
Mat.w XXIV.44**

Notes:

[Matthew 24:44 Therefore be ye also ready: for in such an hour as ye think not the Son of man cometh.]

Llanguicke is 10 3/4 miles from Swansea. Llanguicke (also known as Llangiwig) was one of the very ancient parishes into which Glamorgan was divided, on the west bank of the river Tawe, opposite Cilybebyll on the east bank. Llanguicke was a very extensive area which included areas which became better known in later years as Pontardawe, Ystalyfera, Ynysmeudwy etc. Llanguicke is a very extensive and populous parish. Similar to many other places in Wales where the name begins with Llan, Llanguicke is named after a saint, Saint Cuik or Guick. The church of St Cuik, or Guick, standing on the top of a hill, is an ancient building of stone in the Norman style, consisting of nave, south porch and an embattled western tower with pinnacles, containing 2 bells; in 1812 it was new-roofed, and several alterations made; there are 300 sittings. A Welsh service is held on Sundays in the afternoon. The parish is on the Western side of the Swansea valley on the road from Swansea to Brecon, and extends to the boundary of the county of Glamorgan where it adjoins Breconshire and Carmarthenshire. It is in the Western division of the county of Glamorgan. The Swansea Canal runs through some parts of the parish.

Samuel Davis is no. 5 in the Maplewood Cemetery interment records, in which we read: "Davis Samuel [Age] 27 [Disease] Killed in Mines [Date of Death] Jan 7 1833 [Date of Burial] Jan 9 1833 [Nativity] Welsh"

Samuel Davis is No. 90 in the *Dundaff Republican / Northern Pennsylvanian* Marriage and Death records, where we read: "**Melancholy Accident.** On Monday morning last, about 8 o'clock, by some accident fire was communicated to a keg of powder in or about the coal mines, in this village, and which exploded and so severely wounded a Mr. Daniel Guynn, a Welch miner, that he only survived about two hours, and severely injured another, named Samuel Davis, who expired about twelve or fourteen hours after the explosion." (*Northern Pennsylvanian*, Thursday, January 10, 1833, p. 3).

Samuel Davis and Daniel Guynn are the 5th and 6th persons, respectively, in the Maplewood Cemetery interment records. Therein we read: "5 Davis Samuel [Age] 27 [Disease] Killed in Mines [Date of Death] Jan 7 1833 [Date of Burial] Jan 9 1833 [Nativity] Welsh" and "6 Guin Daniel [Age] 19 [Disease] Killed in Mines [Date of Death] Jan 7 1833 [Date of Burial] Jan 9 1833 [Nativity] Welsh"

From: Jerry Williams

--Samuel Davies was born about 1807. Left Swansea, Wales, on the brig Raby Castle, for New York City, arriving on October 8, 1832, at the age of 25. Occupation: Farmer. Discovered by Jerry Williams in New York Passenger Lists, 1820-1957 (microfilm serial number M237, microfilm roll number 18, list number 726).

--William Morgan was born about 1768. Left Swansea for New York City, arrived on October 8, 1832, at age 64. Discovered by Gerald Williams in New York Passenger Lists, 1820-1957.

3. MAGDALENE DAVIES / WILLIAM DAVIES

IN Memory of
MAGDALENE Daughter of
WILLIAM and MARGARET
DAVIES, native of the Parish
of Llanguic in Wales who
departed this life March 12th
1834. Aged 5 Years.

In Memory of
WILLIAM DAVIES, native of
the Parish of Llanguic in
WALES county of Glamorgan
Died Dec. 3, 1837 AE 35 y.
Yea though I walk through the
Valley of the shadow of death I
will fear no evil for thou art
with me thy rod and thy
staff they comfort me.

Notes:

Magdalene Davies, who died on March 12, 1834, is not listed in the Maplewood Cemetery interment records. My guess is that she too, like Mrs. John Davis (see above) is probably a removal of the body from the church yard of a Carbondale Welsh church [possibly the First Baptist Church, which was formed by the 20 Welsh families who arrived in Carbondale on July 14, 1830; the Welsh Congregational Church received a gift of land from the D&H and organized their church in 1835. Their edifice (later owned by the Salvation Army) was on the west side of South Church Street at 8th Avenue, Rev. L. Williams was their first pastor.] to Maplewood, possibly at the time (1837) when her father's earthly remains were interred in Maplewood Cemetery.

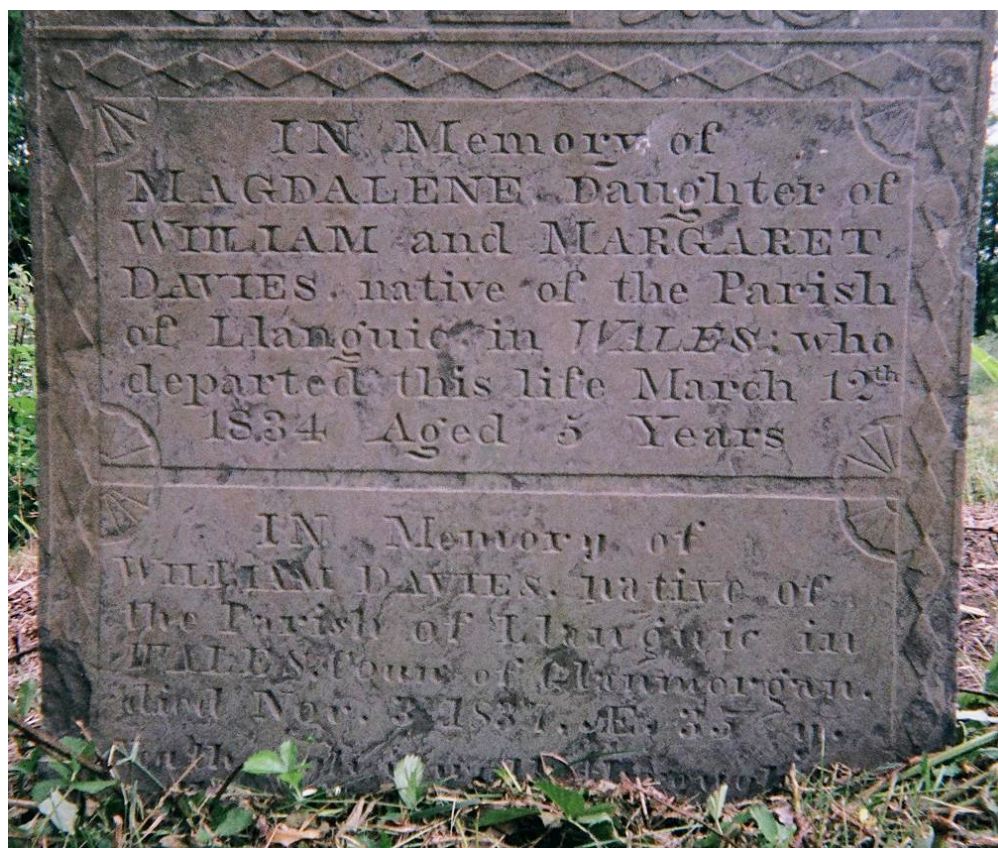
William Davies, who died on December 3, 1837, is listed as No. 154 in the Maplewood Cemetery interment records, in the following entry:

“Davies Wm [Disease] Liver Complaint [Date of Death] Dec 3 [Date of Burial] Dec 5 [Nativity] Welsh”

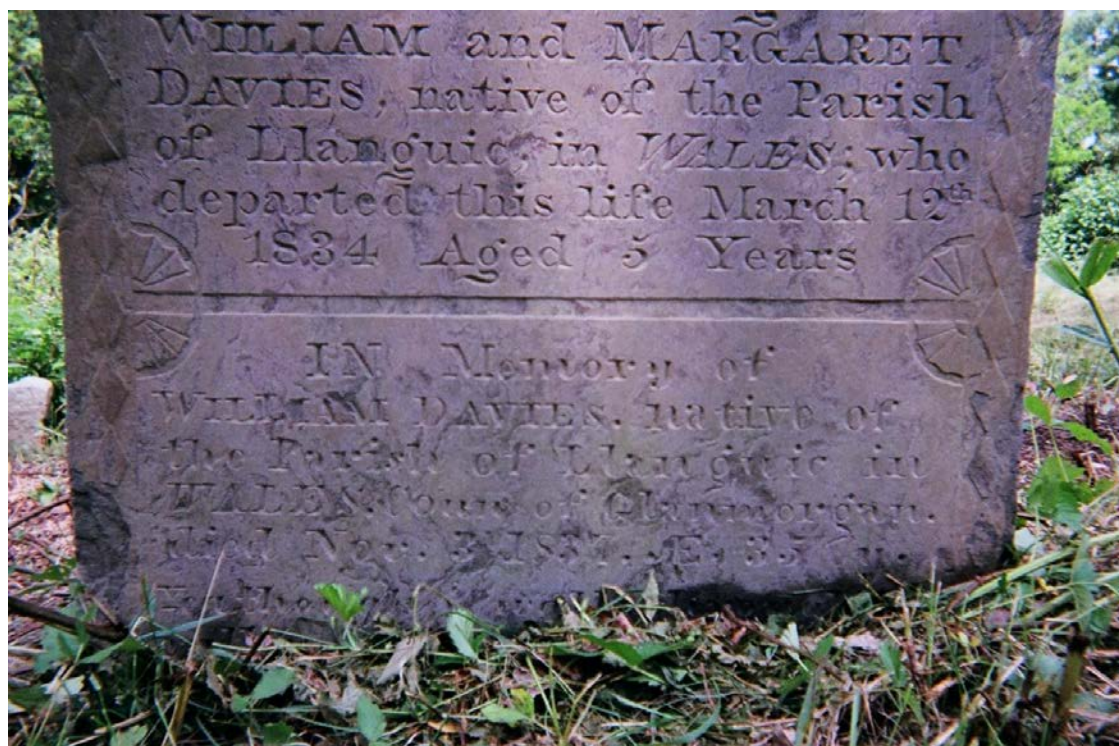
Photographs by the author of these three Welsh tombstones:











WILLIAM and MARGARET
DAVIES, native of the Parish
of Llangenic, in WALES; who
departed this life March 12th
1834 Aged 5 Years

IN Memory of
WILLIAM DAVIES, native of
the Parish of Llangenic in
WALES, County of Glamorgan.
died Nov. 3, 1837. Aged 5 Years.



In Memory of
MARY Wife of the Rev. JOHN DAVIS
A native of Llanhamlet in Wales Who
died June 30th 1852 aged 42 Years.

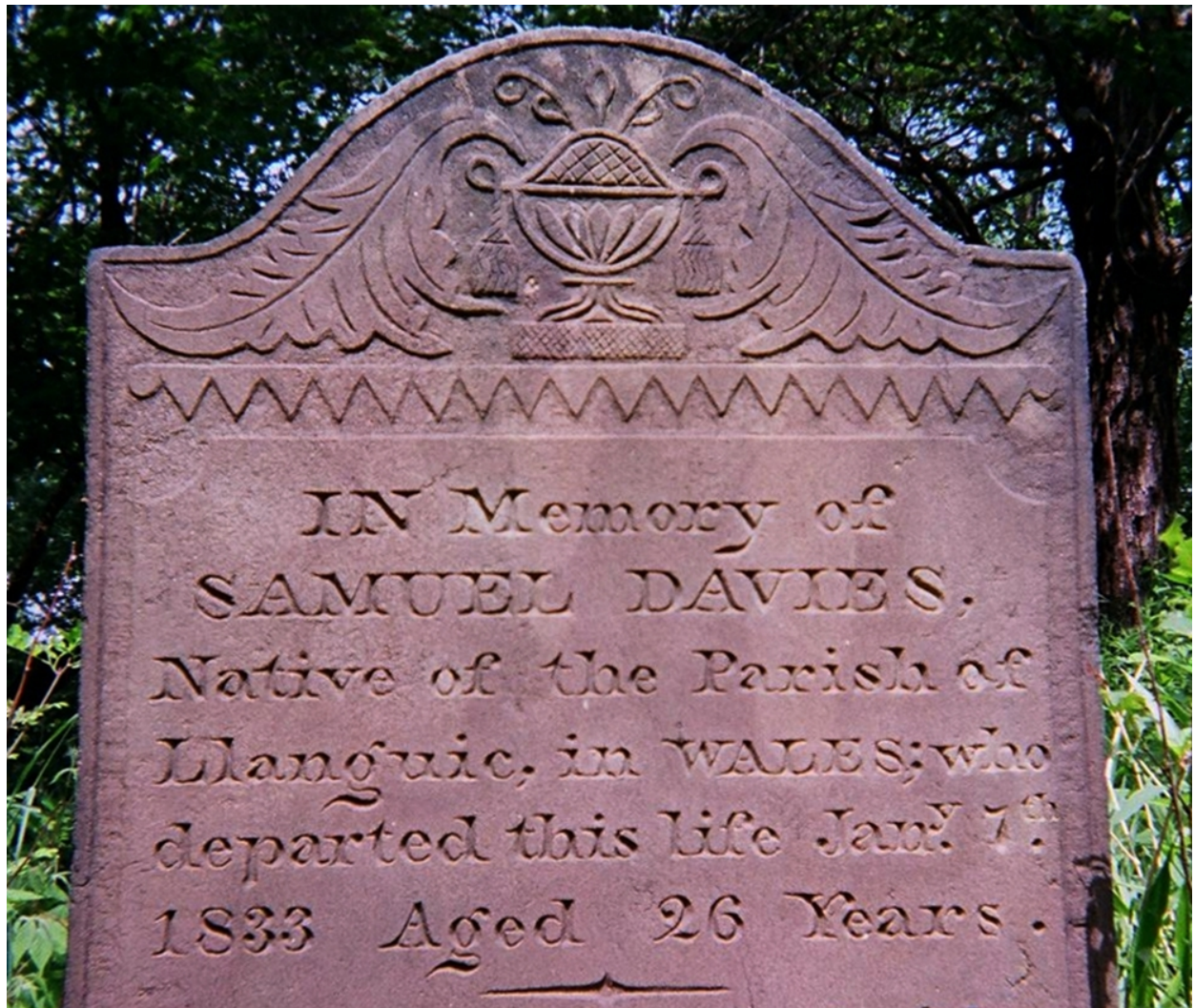
Cangynhwyf i mi yw Crist a marw gydd eidd

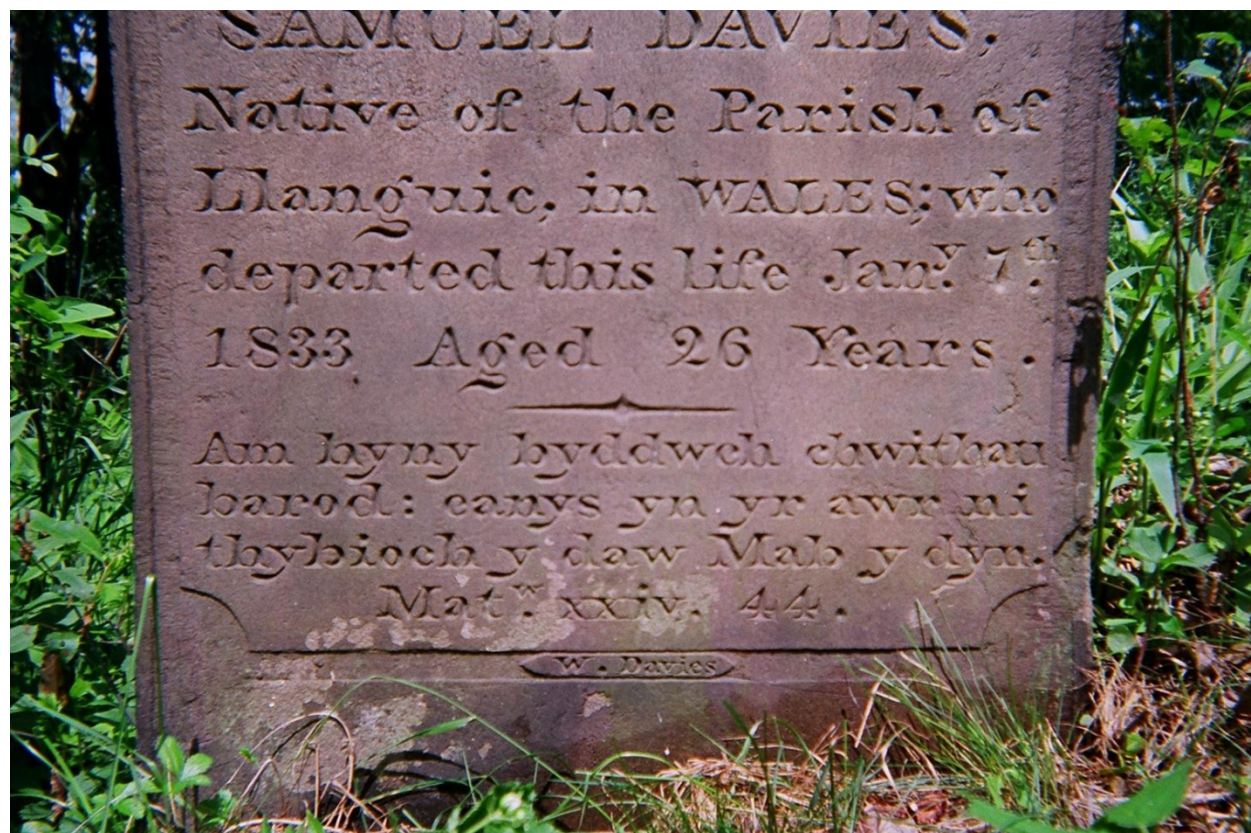
Translation

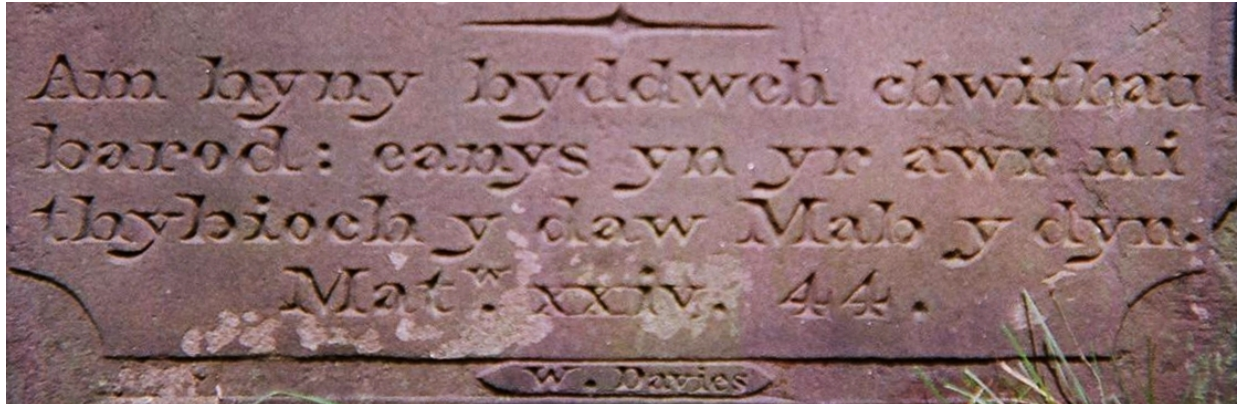
For me to live is Christ to die is gain











In October 2015, the Carbondale Historical Society and Museum hosted the visit to America by the Cor Dathlu Cwmtawe Male Choir, which gave a concert in the Best Western Pioneer Plaza Hotel in Carbondale on October 29, 2015.

In the article that was written by S. Robert Powell about that choir's visit to America (article given below), we read:

"The highlight of the choir's touring in Carbondale, for many, was the visit to Maplewood Cemetery, where there are three tombstones, dating to the early 1830s, with inscriptions on them in Welsh. The tombstones themselves appear to be of Welsh origin.

On the day before the visit to Maplewood Cemetery by a large group of choir members, David Alwyn Hughes and Carol went for an afternoon's walk in town and visited Maplewood Cemetery. There, in a remote corner of the cemetery, known to many as Welsh Hill, they chanced upon the three stones in the very large cemetery (over 7,000 burials therein) with inscriptions on them in Welsh.

"It seemed appropriate and important that spoken Welsh be heard in the twenty-first century at these important early nineteenth century burial sites," said David on the following day, "and so I read out loud the Welsh inscriptions on the stones there." That beautiful and heart-warming tribute will resonate forever in Maplewood Cemetery.

On the following day, during a town tour aboard a replica of a nineteenth-century trolley, forty members of the choir and friends descended from the trolley at Maplewood Cemetery and walked to Welsh Hill and visited the Welsh stones there. The inscriptions were studied and noted and the geological features of the stones themselves were discussed.

Remarkably, the inscriptions on the stones marking these Welsh graves are as crisp and legible today as they were over 185 years ago when the stones were installed. These inscriptions have not been negatively affected by the acid rain that has rendered illegible many marble and granite tombstones everywhere in America.

It then happened, in the peace and beauty and silence of this visit by members of the Cor Dathlu Cwmtawe and friends to these Welsh burial sites, that the singing of the *Welsh Song for the Dead* was heard from the choir members, led by Selwyn Morris and Helen Gibbon. It was a transcendent moment that was enriched by an impassioned, elegiac, and spontaneous musical performance that many of us who were privileged to be there will remember always.”

The members of the Cor Dathlu Cwmtawe on their 2015 USA tour:

USA 2015 TOUR CHOIR

TENOR 1

Roger Castle
Gareth Davies
Brian Davies
Wyn Elias Davies
Noel Davies
Gerald Evans
David Hewlett
Gerwyn Leyshon
Lindsay Morgan
Jeff Ripton

TENOR 2

Paul Baker
Finley David Bizzel-Browning
David Alwyn Hughes
Andrew Ingram
Luke Anthony James
Howard Jones
Gordon Llewellyn
David Jeffrey Lloyd
John Brandon Lundie
Sion Morgan Matthey
David Allan Owen

David Alwyn Hughes,
who read aloud the
inscriptions on the Welsh
stones in Maplewood
Cemetery.

BARITONE

Royden Bevan
Mike Evans
Robert George
Mike John
Alun Jones
Terry Jones
Brian Llewellyn
Arwyn Morgan
John Allan Morgan
Keith Phillips
Kenneth Richmond
Colin Stroud
William Thomas
Patrick Ward
Huw Williams
Rhys Williams

BASS

Alan Brown
Alistair Davies
Alan George
Clive Johns
Ben Tudor Lewis
Richard Morgan
Selwyn Morris
Owen Pugh
Douglas Roberts

MUSIC STAFF

Conway Morgan
Musical Director

ARTISTS

Helen Gibbon
Ffion Haf Jones

David Lyn Rees
Accompanist

The Cor Dathlu Cwmtawe performed during the concert given by the Voices of the Valley Choir during their concert on Friday, June 23, 2017, in Saint Cynog's Church, Ystradgynlais, as part of the Voices of the Valley tour of South Wales, June 18-July 3, 2017.

During the intermission in the concert, Helen Gibbon, the leading soprano singer in Wales, who sang with the Cor Dathlu Cwmtawe during their American tour in 2015 and who was present in Maplewood Cemetery during the choir's visit there and who, together with Selwyn Morris, led the singing of the *Welsh Song for the Dead*, approached S. Robert Powell and said: "Welcome to Wales. I want to thank you again for the unforgettable visit to Maplewood Cemetery during our visit to America. I will never forget that moment, that experience."

The photograph given below was taken of the Cor Dathlu Cwmtawe as they performed in Saint Cynog's Church, Ystradgynlais on June 23, 2017.



To be seen in the above photograph is David Alwyn Hughes, who is shown in the detail from that photograph given below:

David Alwyn Hughes.

At the reception for the
Voices of the Valley choir
at the local rugby club,
David Hughes found S.
Robert Powell and said:
“Welcome to Wales.
Good to see you. We all
read your wonderful
article in *Ninnau* on our
tour to America” in 2015.



C. Clifford Welsh Settlers

Among the very early Welsh settlers in the Upper Lackawanna Valley area were those Welsh farmers who settled just outside of Carbondale in Clifford Township in the period 1832-1833. Given below is an article about those Welsh settlers that was published in the *Forest City News* of August 25, 1988.

THURSDAY, AUGUST 25, 1988

Clifford Township home to early Welsh settlers

by *S. Robert Powell*
Part II

(In last week's *News*, we presented Part I of this 3-part article by S. Robert Powell on the Welsh settlers of Clifford Township. Part I is an account of the Gymanfa Ganu that was held on Sunday, June 26, 1988 at Welsh Hill. In Part II, Powell presents a history of the Welsh settlement of Welsh Hill and of the Bethel Congregational Church.)

The Welsh settlement of Welsh Hill, PA, was begun by Thomas and Hannah Watkins, natives of Carmarthenshire, South Wales, who left that country in 1831, and after a voyage of two months landed in New York. In 1832, they were in Carbondale, PA, where Mr. Watkins worked in the anthracite mines. On May 10, 1833, they came to Welsh Hill in Clifford Township and bought 50 acres of timber land, for \$3 per acre, near the southwest base of the South Know of Elk Mountain.

In 1834, Mr. and Mrs. Watkins were joined by other Welsh families and a permanent Welsh settlement was established. The arrivals in 1834 were: Zachariah Jenkins, David Moses, David Anthony, David Reese, William P. Davis, Rev. Thomas Edwards, David Edwards, Evan Jenkins (his son, John C. Jenkins, became Prime Minister of Australia), Robert Ellis, and their families.

Robert Ellis, a native of North Wales, had been in America for several years before he moved from New York to the Welsh settlement at Elk Hill. All of the other arrivals in 1834 were from South Wales, they having left from Swansea on May 21, 1834, in a brig bound for Quebec. They were seven weeks on the water before landing at Quebec. Three of the families on board remained in Canada; the others all came to Clifford Township in 1834.

The second party of immigrants to Welsh Hill came soon after, but they had been located

at Carbondale, PA, two or three years previously. Among them were David J. and David E. Thomas, Evan Jones (from North Wales), Job Nicholas, and John Michael. By 1887, there were more than 300 Welsh persons living in Clifford Township, Gibson and Herrick Center.

These pioneer Welsh settlers on Welsh Hill organized a church as early as 1834. This church is the offspring of the First Welsh Congregational Church of Clifford. Thomas Edwards was the first pastor at Welsh Hill. He served as pastor until the close of 1835, when he accepted a call to Pittsburgh. The meetings, which were organized by William Hughes, were held at the house of Zachariah Jenkins, on Cambria Hill. The first Sunday School was organized with Daniel

Harris and Henry Davis as Superintendents and Evan Jenkins as Secretary and Treasurer.

In 1836, Rev. Jenkin Jenkins, a son of Zachariah, finished his studies in Auburn Theological Seminary, NY, and took charge of the Presbyterian Church at Dundaff, PA, and also of the Welsh church at Elk Hill. He preached at both churches for nearly seven years (until 1843), and then moved to Illinois. In 1837, the Rev. Jenkins joined the Presbytery at Montrose and persuaded the Church at Welsh Hill to do likewise, but the Church never forsook its first principles of Congregationalism and again became Congregational. It thus withdrew from the Presbytery and united with the Welsh Association.

At the time Rev. Jenkins left the congregation, it was comprised of the following families or single persons: Thomas Watkins, Daniel Moses, Noah Owens, David Edwards, David Anthony David J. Thomas, Henry Davis, John Howells, David Evans, William Rowell, William P. Davies, Robert Ellis, Evan Jenkins, Jenet Jenkins, John Michael, Sarah Bell, David Richards, David Rees, David Moss, Edward Hughes, Benjamin Daniels, Mary James, John Davis, Daniel Davis, Guenellian Reynolds, Daniel Harris, Mary Jones, Thomas Evans, Lewis Evans, Evan Jones, Elizabeth Owens, Margaret Harris, David E. Thomas, and Job Nicholas.

From 1843 to 1850, Rev. Samuel A. Williams served as pastor of the church. He was succeeded in 1850 by Rev. Daniel Daniels, who was born in Glamorganshire, South Wales, in 1816, and came to this country at the age of 16 with his parents. They stayed briefly in Carbondale and then moved to Springbrook, Lackawanna County, where his parents died.

Rev. Daniels was licensed to preach in 1842, and in 1847 he was ordained to the ministry. He served as pastor of the church for forty three years. There is today a plaque at the front of the church which reads as follows: "In Memoriam/ Rev. Daniel Daniels Born 1816 - Died 1895 Pastor of this church forty three years His faithful ministry and co-operation in building this edifice are gratefully remembered by this congregation." It was during the pastorate of Rev. Daniels that the present Bethel Congregational Church was erected.

The Bethel Congregational Church became an incorporated body on April 12, 1869, on the petition of Samuel Owens, Thomas R. Davis, Evan Jenkins, Thomas Reynolds, David J. Thomas, Thomas Watkins and Henry Davis. In 1887, there were 90 members in the congregation, of whom Samuel Owens and Richard Davis were Deacons, and Walter M. Leek was the Clerk.

To be continued next week

The annual September gymanfa ganu at the Bethel Congregational Church in Clifford Township in 1989 took place on September 24. Here is an account of that event that was published in the *Carbondale News* of October 18, 1989, p. 10:

10

Carbondale (Pa.) News, Wednesday, October 18, 1989

Gymanfa Ganu celebrated in Clifford

By S. Robert Powell

The annual September Gymanfa Ganu at the Bethel Congregational Church, Welsh Hill, Clifford Township, took place on Sunday, September 24, beginning at 3 p.m. The church was decorated for the occasion with pink and purple African violets and a bouquet of dahlias. A black banner with a red Welsh dragon on it was hung at the front of the lectern for the occasion.

This "Festival of Sacred Song" began with welcoming remarks by Rev. Kenneth McCrea, pastor of the church, who asked the group if they noticed anything different about the church building since the June 1989 Gymanfa Ganu. He then pointed out the new ceiling fans, the indirect lighting just below the level of the ceiling, and the new commemorative marble plaque on the wall of the sanctuary. The text on the new plaque, which is of the same style as the three older plaques on the sanctuary's walls, is as follows: "In honor of the Rev. Garford F. Williams, 1956-1988, in thanksgiving

to God for his long and faithful service to God's kingdom and this congregation."

Rev. McCrea then introduced Donald T. Davis, the song leader for the service, who asked everyone present to stand and to shake the hand of at least four other persons in the church. This resulted in the establishment of a relaxed and cordial atmosphere throughout the church. The congregation, led by Mr. Davis, then sang the Welsh national anthem, "Hen Wlad Fy Nhadau" (The Land of My Fathers). This was followed with the singing of "Diadem - All Hail the Power."

Rev. McCrea then introduced Melody Klinger, who played on the piano with great enthusiasm "I Sing the Mighty Power of God." Donald Davis next introduced Ms. Maude Thomas and Mrs. Betty Moore, the organist and pianist, respectively, and Mr. Clarence Decker and his daughter, Susan, the soloists for the service. Mr. Davis, Ms. Thomas and Mrs. Moore have led these festivals of song at Bethel Congregational Church for the past 17 years. Mr. Davis then announced that the service was dedicated to the glory

and honor of Jesus Christ and remarked that in the old days "Gymanfaeodd" were always preceded by a rehearsal. Without the benefit of a rehearsal, the congregation then sang "Sandon," "Rachie - Onward Christian Soldiers," and "Penpark - Jesus I Live to Thee."

Melody Klinger then witnessed to her belief in Jesus Christ and played on the piano "It Is Well With My Soul." Melody Klinger is an accomplished musician who makes tapes of religious music and they are available to the public.

The congregation then sang "Pen Y Bryn" and "How Great Thou Art." This was followed by a beautiful solo performance by Clarence Decker of "That Wonderful Mother of Mine." The congregation then sang "Calon Lan - I Seek Not Life's Ease and Pleasures" and "Crimond." Clarence and Susan Decker then sang together "Search Me O Lord." This was followed by the afternoon's offering.

Mr. Davis then pointed out that in the old days Welsh festivals of sacred song used to be day-long events with an afternoon and evening Gymanfa and an open musical program in between. In addition,

the Ladies' Aid Society of the church used to serve a dinner to all who participated.

The congregation at Bethel Congregational Church then sang Mr. Davis' favorite hymn, "Blodwen," and Mr. Davis declared their performance to be very good. This was followed by the congregation's singing of "Aberystwyth."

Susan Decker then sang "Jesus Loves Me" and this was followed by Mr. Davis' teaching the congregation how to say Merry Christmas and Happy New Year in Welsh. "Most of us won't see each other again until next June's Gymanfa and I want to be sure and wish you all Merry Christmas and Happy New Year," said Mr. Davis, who then led the congregation in singing "Make Me a Blessing."

In addition to the large group of members from the Bethel Congregational Church, there were many visitors in the church and Mr. Davis polled the group to determine where they lived. Visitors from New Milford,

Gouldsboro and Philadelphia were in the group. Members of the clergy present were Rev. David Allen of Clifford and Rev. and Mrs. Gordon S. Wilson of the Berean Baptist Church of Carbondale. Also from the Berean Baptist Church were Liz Sheridan, Catherine and Marilyn Shoppy, Doris and Francis Tonkin, Elinore Cooper, Hannah Morgan, Donald W. Powell, Donald W. Powell II, and S.R. Powell.

Clarence Decker then sang "Just a Closer Walk With Thee." Rev. McCrea then announced that since the church's public address system had been fixed that the afternoon's service was being broadcast from the church's steeple to shut-ins in the vicinity of the church and that the service could be heard two-thirds of a mile from the church building. Rev. McCrea again thanked Mr. Davis, Ms. Thomas, Mrs. Moore, Mrs. Klinger, Mr. Decker and Miss Decker for their participation in the service and remarked that the service was being videotaped by Mr. Davis' son for viewing by Mr. Davis' mother and Uncle Harry.

The congregation then sang "Cwm Rhondda - Guide Me O Thou Great Jehovah" and "God Be With You." Rev. McCrea offered a benediction and then invited everyone to the Welsh Tea in the church house across the road from the Bethel Congregational Church.

This beautiful afternoon of song and fellowship was perfectly described by Mrs. Ruth Hasbrouck of Clifford who, at the close of the service, remarked to Mrs. Rachel Machell of Clifford: "Just as nice as ever."

The Welsh settlement of Welsh Hill was begun by Thomas and Hannah Watkins, natives of Carmarthenshire, South Wales, who left that country in 1831, and after a voyage of two months landed in New York.

The present Bethel Congregational Church building (the third in the church's history) was dedicated on June 10, 1888.

The next Gymanfa Ganu to be held in the Bethel Congregational Church will take place on Sunday, June 24, 1990. The public is invited to attend.

D. Welsh Churches in Carbondale

Three Welsh churches were established in Carbondale in the 1830s:

Welsh Calvinistic Methodist Church (established in 1832 or 1833)

First Baptist Church (formed in the Spring of 1833, dissolved Spring of 1891). The Welsh Baptist Church later became St. Paul's Lutheran Church (across from the former Catholic Youth Center).

Welsh Congregational Church (established 1835 on land from the D&H; building at Church Street and Eighth Avenue built in 1847; Rev. L. Williams, first pastor) The church was incorporated on January 22, 1877, at which time the following *Notice* was published in the *Carbondale Advance*, March 2, 1872, p. 4:.

NOTICE.

NOTICE is hereby given that an application has been made to the Court of Common Pleas of Luzerne County, to grant a charter of incorporation to sundry citizens of the city of Carbondale, under the name, style and title of "The Welsh Congregational Church of Carbondale," and that the objects, articles and conditions of such proposed charter, have been examined by said Court and found lawful and not injurious to the community, and that if no sufficient reason be shown to the contrary, the said Court will at the next term decree and declare that the persons thus associated shall, according to said articles and conditions become and be a corporation or body politic.

PETER SEIBEL, Prothonotary.

Wilkes-Barre, Jan. 22, 1872.

In March 1833, the Welsh Congregational Church in Carbondale announced that services in the church were no longer held in Welsh and that all persons who believe in the Congregational form of church government were cordially invited to attend services there. In the *Carbondale Leader*, March 30, 1883, p. 3, we read:

AN EXPLANATION. ✓

Many residents of this city can remember when the Welsh Congregational church was in a flourishing condition. Circumstances have made great changes. Large numbers have removed to other places. And death has not been inactive in the removal of some solid pillars to this church. This left but few members to carry on the services, too few to sustain a pastor. Not willing to close the doors of the church, they applied to the American Home Missionary Society for aid to support a pastor, with the understanding that the services henceforth were to be conducted in the English language. The aid came and for the last five months the services have been conducted in the English language with increasing attendance.

My mind is laboring under an impression that there are many persons in this city who believe in the Congregational form of church government, who have not as yet presented themselves in our services, because they have an idea they are carried on in Welsh. I wish to correct this idea and say it is otherwise.

So if there are any in this city Congregationally disposed we extend you a cordial invitation to come with us. And if this article should meet the eye of one who does not attend any place of worship, we invite you. We invite you all. Sunday service 10½ A. M. and 6 P. M., Sunday school 2 P. M.

REV. D. L. DAY. ✓

St. Paul's Evangelical Lutheran Church, formed on November 1, 1896, rented the Welsh Congregational Church until May 1900, when St. Paul's purchased the Welsh Baptist Church on Church Street.

Grandparents of the late Beatrice Meek of Carbondale (Mr. and Mrs. William Lewis) were members of Welsh Congregational; Meek's aunt, Mrs. Walter Pannett, and cousin, Raymond Lewis, served as organists at Welsh Congregational; Meek's uncle, William P. Lewis, served as Sunday School Superintendent. Welsh Congregational closed in 1927.

Carbondale Leader, June 25, 1887, p.4:

Welsh Baptist Church.

D. E. Richards, our former townsman and a recent graduate of Crozier Seminary, Chester, Pa., will preach on Sunday in this church. Welsh in the morning at 10:30, and English in the evening at 6. All are welcome.

PREACHING IN WELSH.

Rev. Isaac Thomas, of Utica, to a Large Congregation.

The Congregational church was filled last evening with Welsh-speaking residents of this city who had gathered to hear Rev. Isaac Thomas, a prominent Welsh clergyman who is at present pastor of the Wesleyan church at Utica, N. Y. Although Mr. Thomas has been in the service more than forty years he is still a vigorous preacher and his discourse last evening was replete with gems that lost nothing of their lustre by the forcible manner in which they were presented. He selected for his text the words of Paul to the Philipians. "Being confident of this very thing, that he which hath begun a good work in you, will perform it until the day of Jesus Christ."

These encouraging words were applied to the congregation and then he reviewed the work of a merciful Father who had planned the redemption of mankind, of the Son who had performed the service by which salvation was made free and the Holy Spirit by whose aid the hearts of men were quickened and the saving power applied.

The great lesson which this eloquent teacher sought to impress upon his hearers was that the Holy Spirit should be allowed to work upon the mind and the importance of believing that God the Father was carrying on the great work of redemption.

Mr. Thomas is a zealous advocate of the temperance cause and is foremost among the Welsh writers who believe in prohibition. His articles upon this vital subject are published in all the Welsh periodicals and he is recognized as one of the ablest champions of the cause. His son John Lloyd Thomas who did such excellent service during the amendment campaign in this State a year ago is still engaged in the reform work to which father and son have devoted so great a part of their lives.

The Berean Baptist Church (English Baptists, many Welsh members) was established March 1, 1848.

When the earthly remains of Mrs. Elizabeth Thomas were laid to rest in Maplewood Cemetery, Carbondale, in late August 1899, the services were conducted by three Welsh clergymen who were countrymen of Mrs. Thomas: Revs. W. Lewis of the Welsh Calvinistic Methodist Church, E. R. Lewis and B. J. Evans pastor of the Welsh Congregational Church. Hymns familiar to the deceased were sung in Welsh as part of the services, and at the cemetery when interment was made another hymn was sung in Welsh. The following account of the funeral of Mrs. Thomas was published in the *Carbondale Leader*, August 24, 1899, p. 5

OLD FRIENDS.

Many Gather To Mourn the Loss of Mrs.
Elizabeth Thomas—Part of Ser-
vices Conducted in Welsh.

Yesterday the remains of the late Mrs. Elizabeth Thomas were laid at rest in beautiful Maplewood cemetery, a large concourse of friends being in attendance at the ceremony. At the home of her son, J. H. Thomas, on South Main street the friends and mourners had assembled at three o'clock where services were conducted by three clergymen who were countrymen of the deceased, those to whom she had been pleased to listen so often during her lifetime. They were Revs. W. Lewis of the Welsh Calvinistic Methodist church, E. R. Lewis, and B. J. Evans pastor of the Welsh Congregational church.

Their remarks in eulogy of the deceased were based upon their experience. They told of her as they knew her; a woman never tiring of well doing and faithful to the cause of right.

Hymns familiar to the deceased when alive; those she loved best to sing, were sung in Welsh as part of the service and at the cemetery when interment was made there was another hymn, also sung in her native tongue. The pall bearers were: Morgan Thomas, William D. Lewis, William Davies, William Williams, James Williams, and John G. Evans.

Among those from out of town who attended the funeral were:

Mr. and Mrs. E. Jenkins, Mr. and Mrs. David Powell, Mr. and Mrs. Eugene Stanton, Mrs. William Philips, Mrs. Eva Mills, Thomas Mills, Thomas Davis, Mrs. David Davis, and Mrs. Isaac Lyon of Scranton; Mr. and Mrs. William Maynard, Sr., and Mr. and Mrs. Reese Lewis and sons Edward and Daniel of Nanticoke; Mr. and Mrs. William Maynard Jr., of Wilkes-Barre; Mrs. Jeremiah Williams of Moosic. Robert Perry of Pittston; Mrs. Griffin Williams, John Loyd, Mrs. George Pattan Mr. and Mrs. Frank Smith, and daughter Rhea of Olyphant; Mrs. Caroline Maynard, Mr. and Mrs. John Maynard, Mr. and Mrs. Frank Maynard. Mrs. Henry Maynard, and Miss Sarah Bone of Jermyn; Mr. and Mrs. Robert Jones and sons William and Thomas and daughter Cora of Forest City and Miss Anna Gardner of Blossburg.

E. Americans from Wales

From Edward George Hartmann's remarkable book, *Americans from Wales* (Octagon Books, New York, 1983) we have learned the following facts about the Welsh of the Lackawanna and Wyoming Counties, PA. in the late- nineteenth and early-twentieth centuries:

--1890 was the peak year of Welsh immigrant strength in America. In the Wilkes-Barre/Scranton area in 1890, the Welsh population embraced 16,280 immigrants and some 40,910 first and second generation Welsh Americans.

--In 1900 in Luzerne County, there was the greatest concentration of Welsh people in America, with 8,578 Welsh immigrants and a total of Welsh stock numbering 21,552.

--in Lackawanna County, in 1900, there were 7,708 Welsh immigrants and a total of 19,358 Welsh stock.

--in 1900, there were 35,453 Welsh immigrants in America, with 64,690 American-born children of those Welsh immigrants, giving a total in 1900 of 100,143.

--in Hyde Park, Scranton, three Welsh newspapers and one magazine were published: *Baner America* (one of the strongest of the Welsh-American newspapers, published in Hyde Park, 1868-1877; it merged with *Y Drych* in 1877), the *Druid* (only successful Welsh newspaper printed in English; published from June 6, 1907 to 1912 in Hyde Park, Scranton; then moved to Pittsburgh, where it folded in 1937), and *Baner y Bobl* (*Banner of the People*, published in Hyde Park in the 1860s).

--in Hyde Park, Scranton, there were three Welsh magazines published: *Y Ford Gron* (*The Round Table*), 1867; *The American Celt* (1867), and *Yr Eginydd* (*The Blade*).

--There were five choirs with a national reputation: Cambro-American Choir (19th century, directed by Robert James), Scranton Choral Society (19th century, directed by William Evans), Cymrodorion Choir (20th century, directed by Daniel Protheroe), Scranton Choral Union (20th century, directed by Haydn Evans), and the Scranton Oratorical Society (20th century, directed by John T. Watkins)

--in Scranton, there was a Welsh home for the aged

--the Welsh Philosophical Society was established in Scranton in 1860 and disbanded in 1905. "As well as being an improvement society and a forum for intellectual discussion, it promoted a wide variety of concerts, literary gatherings and excursions. Above all, from 1863 onwards, it held an annual eisteddfod on Christmas Day in order to defray its running expenses. These events were among the high points on the calendar of Welsh social and cultural activities in the city [of Scranton]." (William D. Jones, p. 97). The Society maintained a library.

--there were 30 Welsh churches in the Scranton area, and 14 of them were flourishing in 1967.

--there were 45 Welsh churches in Wilkes-Barre and 28 of them were flourishing in 1967.

--in 1900 there were 267,160 Welsh in America (93,744 immigrants, 173,416 children of Welsh immigrants)

--in Pennsylvania, in 1900, there were 100,143 Welsh (over one-third of the Welsh in America at the time)

--the Welsh founded the first Sunday Schools in churches.

--the Welsh Hill Congregational Church was established in Clifford Township in 1835

--in Forest City, PA there were two Welsh churches (Welsh Baptist, 1888-1890; Welsh Congregational, 1891-1928)

--in Carbondale, there were three Welsh churches (Welsh Baptist, 1830-1898), Welsh Congregational, 1831-1930, Welsh Presbyterian (1832-1860)

--in Jermyn, PA, there were three Welsh churches (Welsh Baptist, 1875-1895; Welsh Congregational, 1869-1920; and Welsh Presbyterian, 1872-1877)

--in Mayfield, PA, there was a Welsh Baptist Church, 1875-1910

-- --by 1900, Welsh immigration to America reached its peak, with 93,744 immigrants and 173,416 children of Welsh immigrants (total, 267,160)

From *Wales in America Scranton and the Welsh 1860-1920* by William D. Jones (University of Wales Press, 1993) we have learned that the following facts about the Welsh population of Scranton in the late-nineteenth and early-twentieth centuries:

--in 1880 nearly 45 percent of the heads of Welsh households in Scranton were contract miners

--“The contribution that Welsh skilled labour at the coalface made to Scranton’s growth as ‘Anthracite Capital of the World’ is inestimable.” (p. 31)

--“In Scranton the Welsh were strongly represented in all ranks of supervisory and managerial positions in the mines. . .” (p. 31)

--in 1900, there were 35,453 living in Pennsylvania who were born in Wales (more than in any other state); in that same year in Luzerne County there were 8,578 persons who were born in Wales, in Lackawanna County, there were 7,708. (p. 250)

--“Knowledge of mining and its practices, in most cases acquired in the south Wales coal industry, ensured that many Welshmen were among the foremost authorities on coal in the north-east Pennsylvania coalfield.” (p. 33)

--“Benjamin Hughes (1824-1900) was one of the most important men in late-nineteenth-century Scranton, and undoubtedly the most important Welshman. A leading figure in Hyde Park’s political, cultural and commercial life, his influence was undoubtedly a consequence of the powerful position he occupied in the D. L. & W. Hughes was born in Brynmawr, Breconshire, in 1824, the son of a foreman at the Nantyglo Ironworks. He emigrated to the United States in 1848. In 1855, after working as a miner in Pottsville for seven years, he became superintendent of the D. L. & W.’s Diamond mine in Hyde Park, and ten years after he was appointed as that company’s general inside superintendent, the second most important position in the industry throughout the Lackawanna Valley. As such, he was in charge of underground operations in all the D. L. & W.’s mines, which by 1890 included responsibility for around 7,000 men. Hughes’s mining credentials were impeccable: widely regarded as the foremost expert on mining in the north-east Pennsylvania coalfield, he was a member of the American Institute of Mining Engineers and served on the Pennsylvania Board of Examiners for mine inspectors. / Throughout his life Hughes dedicated himself to furthering the interests of his countrymen, particularly in the mining industry. He was in many ways the father of the Welsh community in Scranton since he actively recruited Welsh miners to the city and provided them with jobs [emphasis added]. He was also largely responsible for setting up the Welsh Philosophical Society, which was the training ground for Welsh mining supervisors.” (pp 34-35)

--Welsh cultural life in Hyde Park was of such a high level that by the late 1860s Hyde Park was christened the “Welsh Athens of America”.

--on November 2, 1923, David Lloyd George and his wife and daughter, Megan, arrived at the Lackawanna Station in Scranton. They were greeted by a crowd of 15,000. That arrival and visit to Scranton by David Lloyd George is described in *Wales in America Scranton and the Welsh 1860-1920* (p. 243) by William D. Jones as follows:

On the cold, drizzly evening of Tuesday, 2 November 1923, the second dream came true. As they stepped out of their private train on to Lackawanna Station, David Lloyd George, his wife, and daughter Megan were greeted by a crowd of around 15,000. After being officially met by George Maxey, H. M. Edwards and Mayor Durkan, they walked to a waiting automobile through an arch formed by the raised bayonets of 300 soldiers whilst a choir of 300 selected voices sang 'Hen Wlad fy Nhadau'. The following day Mrs Lloyd George and Megan were given a reception by the Scranton Welsh Women's Club, and in the afternoon the husband and father delivered an address on 'Peace' to a full-to-capacity Armory whilst 5,000 gathered outside, unable to get in.³

--In *William D. Jones*, p.249, the following statistical table is given. Therein are shown the number of people in America of Welsh birth in the period 1850-1970. Here is that table:

2 POPULATION OF THE UNITED STATES BORN IN WALES, 1850-1970

<i>Year</i>	<i>No. born in Wales,</i>
1850	29,868
1860	45,763
1870	74,533
1880	83,302
1890	100,079
1900	93,586
1910	82,488
1920	67,066
1930	60,205
1940	35,360
1950	30,060
1960	23,469
1970	17,014

In 1890, there
100,079 persons
in America who
were born in
Wales.

Source: U.S. Bureau of the Census, *Historical Statistics of the United States from Colonial Times to 1957* (Washington, D.C., 1960), p. 66; John Williams, *Digest of Welsh Historical Statistics*, vol. 1, p. 76.

John and Mary (Howell) Powell:

Among the many Welsh who came to America in 1864 and 1865 were John Powell and Mary Howell. From the Twelfth Census of the United States / Pennsylvania / Luzerne County / Page 250 A / Plymouth / Ward 9 / Enumerated on June 4, 1900 by James W. Perse, we learn that John W. Powell, who was born in August 1841, in Wales, came to America in 1864. His wife, Mary, who was born in July 1847, in Wales, came to America in 1865. In 1900, they had been married for 34 years. They were the parents of 14 children, six of whom were alive in 1900.

JOHN W. POWELL

born August 1841 (Abersychan, South Wales) , emigrated to USA in 1864, died March 28, 1912

MARY HOWELL

born July 1847 (Pendarren, South Wales), emigrated to USA 1865, died April 8, 1917

Their six children: Mary Ann, born 1867, Sarah Jane, born 1868; Leah, born 1869; Edith, born 1878; Silas, born 1881; Arthur, born 1884.

John and Mary Powell (standing at the far end of the table) and some of their children and relatives are shown in the photograph given below and on the front cover of this volume:



F. Welsh Leaders

The central role played by the Welsh in anthracite mining in northeastern Pennsylvania throughout the nineteenth and twentieth centuries is underlined by Edward George Hartmann in his extraordinary book, *Americans from Wales*, that was published by Octagon Books in 1983, as follows:

Welsh leadership in anthracite mining existed throughout the entire earlier period of the history of the industry and well into the twentieth century. Mine superintendencies, foremanships, and other posts of supervisory importance were held by scores of Welshmen, who had advanced themselves through hard work and diligent application from their first jobs as miners and laborers. In some cases, Welsh immigrants were able to amass enough capital to conduct mining operations of their own. Among these outstanding successful entrepreneurs were William Jones, who operated during the early days at St. Clair and was widely known as the “coal king” of his day; W. Powell, an early operator in the Upper Lehigh Basin; Edward Jones, organizer of the important Jones, Simpson, and Company which operated extensively in upper Lackawanna County; Daniel Edwards, who founded the Kingston Coal Company with workings at Edwardsville in the Wilkes-Barre area; and Morgan B. Williams, founder of the Red Ash Coal Company of Wilkes-Barre, who subsequently served as a Congressman from Luzerne County.⁷¹

(p. 85)

The importance of the Welsh in America in general is underlined by *Hartmann* as follows:

Thousands of Welsh immigrants and their descendants played modest roles pioneering and developing large sections of America’s agricultural lands; thousands more played important roles as skilled workmen and supervisors in the key fields of steel production, coal mining, other extractive industries, and in slate production. Many others played various roles as workers in other economic activities, in politics and statecraft, in the professions, in the arts and sciences, in the field of entertainment, and in a variety of miscellaneous ways. These formed part of the solid core of American citizenry upon which our great civilization rests.

p.163

G. Two Welsh Firsts in Carbondale

Not surprisingly, given the early arrival of emigrants from Wales in Carbondale and in the upper Lackawanna Valley, two Welsh “firsts” took place in Carbondale:

1. The first eisteddfod to be held in America took place in Carbondale on Christmas Day in 1850.
2. The first lodge of “The Philanthropic Order of True Ivorites” (a patriotic Welsh order) was established in Carbondale in the fall of 1853.

First Eisteddfod

In *Jubilee History Commemorative of the Fiftieth Anniversary of the Creation of Lackawanna County Pennsylvania* by Thomas Murphy (1928, Volume One, pp. 338-339), we read:

“ . . . it may be well to point to Carbondale as the birthplace of Eisteddfod, not only in this county but in the United States. . . The Carbondale eisteddfod . . . was held Christmas Day, 1850, and among the literarians and musicians who attended were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas J. Phillips (Cyw Ionawr), and Edward Jones. These were the pioneer eisteddfodwyr of America.”

Daniel J. Evans also attended this first eisteddfod. A remarkable account of his journey to Carbondale to do so is a part of an interview that he gave in 1911. Here is that account, as published in the *Scranton Republican*, Friday, December 15, 1911, p. 28:

A CHRISTMAS WHEN THERE WERE NO WELSHMEN IN HYDE PARK

"Daniel Ddu" Tells of a Visit to These Parts Sixty-One Years Ago.

AT FIRST EISTEDDFOD

It Was Held In Carbondale and an Historic Jones Presided.

Let us turn back the hand of old Father Time just sixty-one years and have a picture of Hyde Park as it looked at that time. That was in the days when there were no coal mines in Hyde Park, no churches, few homes, and, stranger still, no Welsh people, and that in a place which is today the largest real Welsh community in the world. What a wonderful transformation! And still there is among us, still hale and hearty, a man who recollects all that, and who has seen the wild farming land blossom into one of the big towns of Pennsylvania with the thousands of toilers drawn from almost every country on the globe.

Practically everyone in the present Hyde Park knows the patriarchal figure of Daniel J. Evans, who among the bards is known as "Daniel Ddu." And the very name suggests the thought that Time has no respect even for the bards, for "Daniel Ddu" means "Daniel the Black." In those days of long ago Mr. Evans was a prominent figure owing to his flowing black beard, hence his bardic nom de plume. For years his beard has been a mass of silver, but still, throughout the Welsh communities, of America and Britain, he is known only as "Daniel Ddu." He is within a few weeks of his ninetieth milestone. His mental faculties are wonderfully preserved. The recollections of eighty years ago are fresh in his mind and his reminiscences are most interesting. I asked him the other day if he could bring to mind his first visit to Hyde Park.

Hyde Park in 1850.

"I remember it very distinctly," said Mr. Evans. "It was in 1850, when I was twenty-eight years of age. That was just sixty-one years ago this coming Christmas. I was living in Coaldale, Schuylkill county, at the time, and then better known as the 'Old Mines.' There was a large Welsh population there, attracted by the huge pitching veins of coal, which run to a distance of 2,000 feet below the surface and where the veins are from 50 to 100 feet in thickness. While on this, I might tell you that I remember the three Welsh bosses there. They were Hugh Davies, from Tamaqua; Thomas Phillips, from Hyde Park; and Evan Phillips, from Beaver Meadows. A Congregational church was organized there, where Welsh services are still held. Sixty-one years ago I heard that the first eisteddfod in America was to be held in Carbondale on Christmas Day, and you cannot picture the treat to me to even think of attending that eisteddfod. So I determined to undertake the long journey and, at the same time, to visit my brother who lived in Gibson, Susquehanna county. So one week before Christmas I started on the journey. You may smile, but it was necessary to start that far ahead

so as to reach Gibson and then return to Carbondale in time for the eisteddfod. It was a fearfully cold winter just at that time. I walked first of all to Tamaqua, a small village four miles west of Coaldale. Carbondale was then fifty miles north. The journey took us two whole days. It was really a romantic journey. The stage was drawn by four horses, and there were six passengers and one mail bag. I remember that on some of the hills the snow had drifted so deep that the four horses could scarcely draw the coach.

Stopped at Hazleton. "After traveling sixteen miles, and they were very long miles at that, we stopped at a hotel in Drum's Valley, near what is now known as Hazleton. Here we changed horses and warmed ourselves. While sitting before the fire, two hunters came in with a young bear which they had just killed in the neighborhood. We looked at him with wonder and pity. The road to Wilkes-Barre was surrounded by a wilderness. We reached that town at night. It was a very small town then, with very few Welsh people. The next morning we started for Carbondale. There were no towns on the way then. Edwardsville, Plains, Parsons, Taylor, Hyde Park, Glyphant and other places were not only not on the map, but were not in existence. We stopped at a place called Hyde Park to water the horses. It comprised a hotel, a few dwellings and farm houses scattered here and there. While waiting for the horses I remember that the passengers asked

as to the smoke which they could see on the other side of the valley coming from the woods, and were told that the place was Slocum Hollow, and that two blast furnaces had been started there. The men were getting iron ore from the East mountain. I cannot give an adequate description of what Hyde Park was that day for the reason that there was really nothing to describe. The 'White Hotel' at which the coach stopped was on the site of the Musgrave drug store. Beyond that there were scarcely any buildings, merely a few farm houses scattered here and there. What we now call the Fourth and Fifth wards, with their handsome homes and all the land practically built up, was a tract of wild farm land, and no one had an idea of the fabulous wealth which lay beneath. We started again for Carbondale and reached there by night.

Walked to Gibson. "I remember that it was quite a town and made an impression on the entire party. There were many Welsh miners, some of whom had been living there more than a score of years. The next morning I turned my face to Gibson, eighteen miles distant. Conveyance? My own legs. An all-day walk and I reached there late at night. But I remember I enjoyed the walk through the bracing country air, and reached by brother's home safe and sound. Then I returned to Carbondale for the eisteddfod and it was fully worth every mile of the long journey from Coaldale and the thirty-six-mile tramp to

"... the place was Slocum Hollow, and ... two blast furnaces had been started there. The men were getting iron ore from the East mountain."

"...it [Carbondale] was quite a town... There were many Welsh miners, some of whom had been living there more than a score of years."


After his arrival in Carbondale, Evans walked to Gibson (18 miles) to visit his brother. He then walked back to Carbondale for the eisteddfod on Christmas day.

In order to attend the first eisteddfod in America, in Carbondale, on Christmas Day 1850, Daniel J. Evans walked from Coaldale to Tamaqua, and took the stage coach from there to Carbondale. The journey took two days.


Hyde Park in 1850

...the veins [of coal] are from 50 to 100 feet in thickness [in Hyde Park].

"...the first eisteddfod in America was to be held in Carbondale on Christmas Day."



HOTELS



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Scranton, Pa.

"Daniel J. Evans was one of the pillars of the Welsh Congregational Church."

and from Gibson. Remember this was the first eisteddfod held in this great country of ours, and I am always proud that I was at the birth of the eisteddfod in America.

"There was a smaller eisteddfod held the same day in Pittston, so we will share in the glory with our friends there. The literary men of Carbondale of that day were Daniel Davis, Rev. John Moses, Thomas Eynon, later of Hyde Park; Rev. Thomas J. Phillips (Cyw Ionawr), father of Colonel Phillips; Tom Voyle and Edward Jones, father of John R. Jones, and Thomas E. Jones, and who later became a wealthy coal operator. I remember I was selected to adjudicate the englynion, by the chairman, Edward Jones. There were many stanzas sent in and I awarded the prize, after careful consideration for the following which was the best: Elin Llywydd feidd ddwyll awen-dellwng
O ddaent Ceridwen.
Y gwrglwyys cygbwys ei ben,
Llywdda mewn hwyl addien.
Splendid Eisteddfod.

The prize offered was one dollar. When the englyn was read it developed that the winner was Cyw Ionawr. It was a splendid eisteddfod and greatly enjoyed. I presume that with the exception of Rees Hughes, there is no other person living who was present at the eisteddfod. Mr. Hughes should give you a full description of the gathering."

I assured Mr. Evans that this was a most interesting reminiscence and asked him the date of the first eisteddfod in Hyde Park, which afterwards became the Welsh Athens of America. He stated that the first, of which there is any account was held in 1859, but he was not present. Personally the only one present at the gathering who survives is D. F. Lewis, now a resident of Cleveland, O., and who is a young man of seventy-eight years.

On the occasion of Mr. Evans' first visit to Hyde Park not a single mine had been opened and no coal had been mined on the west side of the river. All coal was then obtained from the east side. Walter Phillips began the work of opening the Bellevue mine in 1852. He was the foreman of the mine. He met his death by falling down the shaft. As far as Mr. Evans remembers there was not a single Welshman in Hyde Park at the time, but a few lived in South Scranton being employed at the furnaces.

That Great Eisteddfod.

Mr. Evans was present at the great eisteddfod of Christmas, 1869 which a few living will remember. The prize for the essay was won by Morgan Evans, Meurig Awan, who later died in Lansford, but whose widow still resides on South Hyde Park avenue. The soprano solo prize was divided between Annie Price, daughter of the late William Price, undertaker, and Annie Hughes. The essay on coal mining was won by H. J. Phillips, a well known engineer in those days, who returned to Wales and died there a few years ago. Isaac Benjamin, better known as Bardd Coch, won a number of prizes for recitations and addresses. Henry P. Davies, won the prize for the impromptu address. The prize for the best poem to "Padi Jones," was awarded to Henry M. Edwards, a prominent young man then residing in Providence. The test piece for the chief choral contest was "Let the Celestial Concert," and the prize was divided between the Pittston Baptists and the Hyde Park congregationalists. The best composition for a duet was written by D. Ewlyn Evans, who since that time has become one of the leading composers in Great Britain.

It is instructive to speak with Mr. Evans of the pioneer days in Hyde

Park. I asked him to mention the names of some of the men who had helped in the uplift of the community, particularly those of his own nationality. He paid an eloquent tribute to the late David Owen, of Bellevue, who, he said, was a highly educated layman, with a splendid gift for the teaching the young. Henry P. Davies had also accomplished great service to the young men of Hyde Park in many respects. The Hon. Thomas Phillips was always in the forefront in every movement for the advancement of the youth. As a philosopher, Rev. Lot Lake, whose widow resides in Youngstown, O., had rendered great service to the community and the same could be said of Rev. Fred Evans, Rev. M. A. Ellis and Rev. W. C. Roberts. While these good men had passed away their good deeds still lived.

World Getting Better.

I asked Mr. Evans as to the moral atmosphere of today compared with a half-century ago. "It is much better," said Mr. Evans. "There is not so much drinking today. There is a better observance of the moral laws. While the wages are higher today, the cost of living is far greater. Religion probably is not so popular as it was then, but the people are more law-abiding and there is less crime, all of which goes to show that this old world is getting better."

Mr. Evans resides with his daughter, Mrs. John R. Thomas, of South Lincoln avenue, and has, for a very long time, been one of the pillars of the

Welsh Congregational church. He is spending the Winter of his long career in adding to the large store of his knowledge. He has always been a true philosopher, and today, more than any other, he marvels at the immensity of knowledge which man still can procure.

"The more you read, the more you acquire, the more you realize the little you know in comparison with what there is to be learned," remarked the venerable scholar at the close of an interesting interview.

Gets Around It.

Down on Senator John Sharp Williams' plantation lives a negro whose exertions as a "religious exhorter" have earned him the name of "Praying Sam."

"Sam did some carpenter work around the house one day," said the Senator, "and after paying him I suggested: 'I suppose such a religious darkey as you are would not like a drink of whiskey in the kitchen.'"

"Sam looked around cautiously and then said: 'De Bible say dat a man is defiled by what comes out ob his mouth but it don't say nothin' at all 'bout what goes in.'"

American Tea Growing.

Highly satisfactory results were obtained at the Government's experimental tea farm in South Carolina this year. The farm comprises 100 acres. On that amount of land 12,000 pounds of tea, said to be worth fully \$1 a pound, were raised. But for the dry season in that part of the country, it is said the yield would have exceeded

that figure.

This year the government experts in the Bureau of Plant Industry, Department of Agriculture, employed a newly-invented pruning machine on the tea plants, so that the only time the leaf was touched by hand was in the picking.

The entire product of the experimental farm was readily disposed of in the immediate vicinity, showing an increasing demand for the American product.—Buffalo Commercial.

AT YULE-TIME.

It's

now the time for Christmas trees, mistletoe and holly, sleigh-bells ringing o'er the breeze, and everybody jolly; the children all will eat their fill of turkey, sauce, and candy, and Mother will be sure to have the paragon handy; relatives and friends will come to pay their annual visit; and a great many of the saints above that everything's exquisite gifts to make to every one, and that's the very reason I save the ones they give to me; they give them back next season.
—December Lippincott's.

George W. Brown DRAYMAN

MOVING AND HAULING OF EVERY DESCRIPTION.

OUR AUTO MOVING VANS

"Mr. Evans was present at the great eisteddfod of Christmas, 1869... The essay on coal mining was won by H. J. Phillips, a well known engineer in those days, who returned to Wales and died there a few years ago."

for you to do your moving, no

SERVICE

you will get. 35 years in the

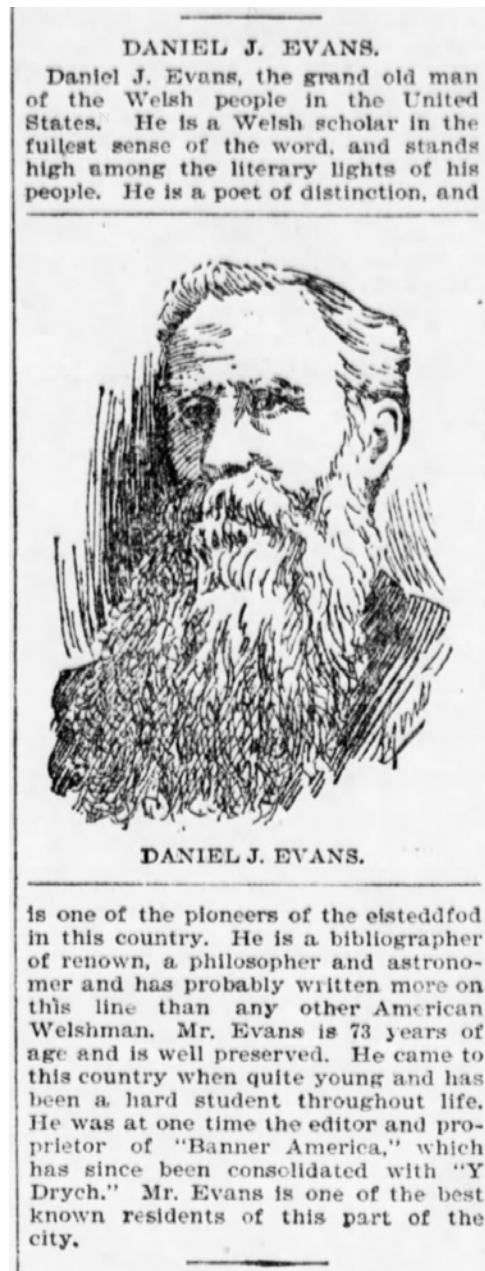
business.

OFFICE—LACKAWANNA AVENUE AND CLIFF STREET

Both 'Phones.

Scranton, Pa.

Daniel J. Evans was “the grand old man of the Welsh people in the United States.” In the *Scranton Republican*, Friday, April 16, 1897, p. 8, we read:

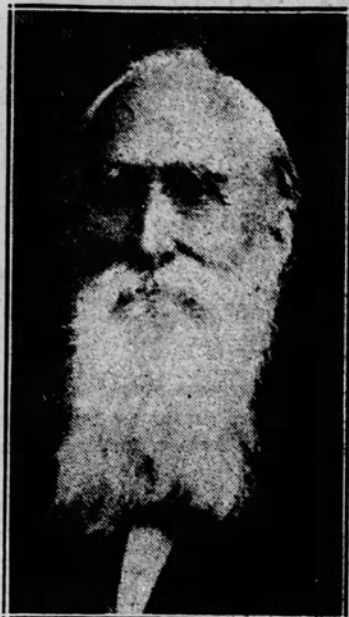


On December 9, 1916, Daniel J. Evans died. Here is his obituary from the *Scranton Republican*, Monday, December 11, 1916, p. 5:

DANIEL DDU DIES AFTER USEFUL LIFE

Well Known Welsh Scholar and
Philosopher Passes Away,
Aged 93 Years.

Known and loved by thousands for his great common sense, his sound judgment, and his keen interest in life, Daniel J. Evans, Welsh patriarch, scholar and poet, died Saturday morning at 2:40 o'clock at the home of his daughter, Mrs. John R. Thomas, of 137 South Lincoln avenue. Daniel Evans, beloved as the Daniel Ddu, of Eisteddfodic renown, one of the oldest Welsh



Daniel J. Evans (Daniel Ddu).

residents in the United States, and a writer known to Welshmen throughout the United States, would have been 94 years of age if he had lived until next April 30.

He had been ill for several weeks, and declined rapidly. For many years, he was an active figure in business circles here, as the founder of the insurance firm of Evans & Thomas. For several years past, he devoted little time to the business, however, and left it to his son-in-law, John R. Thomas, to take care of.

A commanding figure, Mr. Evans stood over six feet in height. He wore a long white beard that rather enhanced his paternal interest in folks generally, and lent a rare charm to his presence. He had been prominent in literary efforts and Eisteddfods for many years. His work has been printed in both English and Welsh. For a long time, he was correspondent for the "Drych," the

Welsh newspaper printed in Utica, N. Y.

Surviving are five children: Mrs. Wiston Chamberlain, of South Gibson street; Mrs. Herbert Abel, of Harford, Susquehanna county; Mrs. Owen James, of Philadelphia; Mrs. John R. Thomas, of North Main avenue, this city, and Fred E. Evans, of Buffalo, N. Y. There is one sister, Mrs. Mary J. Tyler, of Jackson street, and one brother, John Evans, of Eynon street. Deceased was a brother of the late Lewis Evans, of Gibson, Susquehanna county, who was a grandfather of District Attorney George W. Maxey.

The funeral will be held this afternoon. There will be a short service at the Thomas residence at 2 o'clock, following which the remains will be taken to the First Welsh Congregational church on South Main avenue, where the services will be continued. Rev. David Jones, the pastor, will officiate and interment will be made in the family plot in Forest Hill cemetery. The remains may be viewed at the Thomas home today between 10 and 1 o'clock. Friends and relatives have been requested to omit flowers.

Mr. Evans had a very interesting career. Born in the Parish of Trelech, Carmarthenshire, South Wales, April 30, 1823, he was one of a large family and went to work on a nearby farm when quite young. He married Miss Sarah Protheroe in February, 1849, and in May of that year, with his wife, came to this country, landing in New York, on June 1. Railroads were scarce in those days and wishing to go to Jeanesville, they traveled from New York to Newark, N. J., by boat and from that city to Cape May by railroad, thence by boat to Philadelphia and from that city by rail and water to Tamaqua, Pa. For six months he followed mining at Beaver Meadow, Luzerne county. In 1855 he purchased a farm at Gibson, Susquehanna county, and moved to that place.

Mr. Evans was a pioneer in this section of the country. He frequently entertained his younger friends with graphic stories of the hardship of travel in the old days, when it was considered making excellent time if it took only two days to travel from Lansford to Carbondale. Scranton at that time was only a straggling village with less promise than many of the bustling boroughs up and down the valley. In the trip from Lansford to Carbondale, stops were made at Drurie's tavern, in Wilkes-Barre, and in Hyde Park, which was then a distinct borough.

Establishing himself as a farmer, with a success that was unquestioned, Mr. Evans moved to Scranton to take up literary work for which he always had a liking and a peculiar gift. He associated himself with the late William S. Jones in establishing the "Banner America," a Welsh newspaper that at once took the lead as a publication for the Cymro in this country. Some years later he sold the rights of the publication to the Drych, in which he manifested a very active interest.

He was a deacon of the First Welsh Congregational church, and had the distinction of being the oldest, as well as the longest member of the Young Men's Christian Association. He founded the Welsh Philosophical society. He took particular interest in the history and development of China, and of Chinese political and governmental movements. His eisteddfodic prizes and honors were numbered by the hundreds.

It seems to be the attitude of a large number of automobile drivers that where they have sounded the horn their responsibility ceases and pedestrians and vehicles must get out of their way. This is not so. An automobile has no more rights in the streets than pedestrians, wagons or street cars.—Adv

Daniel J. Evans was buried from the First Welsh Congregational Church on South Main Avenue, followed by burial in Forest Hill Cemetery.

With William S. Jones, he established the *Banner America*, a Welsh newspaper that at once took the lead as a publication for the Welsh in America.

Daniel J. Evans founded the Welsh Philosophical Society.

Eisteddfods were held regularly in Carbondale from 1850 on.

In September 1855, it was announced that the Welsh Nightingale (“Eos Cymru”), Mrs. Letitia Howells would perform a concert in Carbondale. Her successes in performances at many eisteddfods in Wales, including the great Abergavenny Eisteddfod, and in England, where she sang before the Royal family, are detailed in an article that was published in the September 14, 1855 issue of the *Carbondale Transcript and Lackawanna Journal* (p. 2). Here is that article:

The Welsh Nightingale.

A few days since we had the pleasure of an introduction to MRS. LETITIA HOWELLS, the distinguished Welsh Vocalist—who has recently arrived here to join her husband upon his return from California. She is a fair type of a noble woman—possessing a full, melodious soprano voice of great compass and power, which has been cultivated and trained under able masters, until she was acknowledged, in her native country, to be one of the most accomplished daughters of the Queen of Song. Previous to her advent among us, we had read and heard of her fame as one of nature's gifted daughters—the “Welsh Nightingale” or “Eos Cymru,”—a name that for the last eight years has been identified with the ballads and melodies of her native country.

“There are held annually in Wales ‘Literary Festivals’ or ‘Eisteddvods,’ for the encouragement of the science, literature and music of Cambria; they are extensively patronized by the nobility, wealth and fashion of the land... For the past eight years Mrs. H. has been the successful competitor for all the most valuable prizes at these Festivals, including the great Abergavenny Eisteddvoid [sic].”

→ There are held annually in Wales “Literary Festivals” or “Eisteddvods,” for the encouragement of the science, literature and music of Cambria; they are extensively patronized by the nobility, wealth and fashion of the land. Among the many prizes distributed at these Festivals are prizes given for the best singers, and the musical talent of the country is brought together to compete for the laurels. For the past eight years Mrs. H. has been the successful competitor for all the most valuable prizes at these Festivals, including the great Abergavenny Eisteddvoid. Her fame as a singer was not confined merely to the secluded valley where she dwelt, or the principality of Wales; but it reached London, where she was introduced by her distinguished patron, Lady Hall, to the first circles of that great metropolis, where she sang before the Queen, Prince

Albert, Duchess of Kent, and others of the nobility, appearing before them in her native costume, and charming them with the sweet melodies of her mountain home. We welcome her to her new home ; may she win new laurels to entwine around the wreath already bestowed by her appreciating countrymen. We have heard her sing some of her country's melodies—in English and Welsh—and was highly gratified. She has a sweet and melodious soprano voice, and executes the most difficult music with great skill and fine artistic taste, and we believe truly that she is fully deserving of the high praise bestowed in her favor by her native Press.

We have the gratification to announce that at the request of many friends, she has consented to give a concert during the month of October, when she will be aided by several vocalists of known repute, including her husband Mr. Isaac Howells—a vocalist of considerable ability,—so that the lovers of good singing will have an opportunity of hearing the “Welsh Nightingale.”

It is the design of Mr. and Mrs. Howells to travel the coming winter and give concerts of sacred and secular music. They intend visiting Scranton, Pittston, Pottsville, Philadelphia, New York, and other principal cities of the Union.

In a few weeks we shall be able to lay before our readers a programme of their first concert in this city.

“It is the design of Mr. and Mrs. Howells to travel the coming winter and give concerts of sacred and secular music. They intend visiting Scranton, Pittston, Pottsville, Philadelphia, New York, and other principal cities of the Union. / In a few weeks we shall be able to lay before our readers a programme of their first concert in this city [Carbondale]”

An eisteddfod that took place on Christmas day in the Welsh Presbyterian Church in Carbondale in 1855. Most interestingly, in an effort to promote the concept of a Welsh eisteddfod among non-Welsh persons in Carbondale, one of the Sessions of this eisteddfod in the Welsh Presbyterian Church was principally conducted in the English language, “so as to interest. . . American friends who feel desirous to patronize their [eisteddfods] laudable and praiseworthy object.” Here, from *Carbondale Transcript and Lackawanna Journal*, Volume 6, No. 48, December 12, 1855, p. 2, is the account of that eisteddfod:

The Welsh Christmas Festival.

The Carbondale annual Welsh Festival, or "Eisteddfod," takes place on Christmas day, Dec. 25th, in the Welsh Presbyterian Church, of this city, when the exercises will be conducted on the same plan as the two last anniversaries—with the exception that one of their Sessions, will be principally conducted in the English language—so as to interest their American friends who feel desirous to patronise their laudable and praiseworthy object, to wit: "The cultivation of Welsh Literature, the art of Speaking and writing, and the development of musical talent among our citizens, by the distribution of prizes to those who excel in these various branches of science and art." They are deserving the sympathy and encouragement of the public, in thus endeavoring to improve and cultivate their intellects and foster a taste for moral and social improvement; for the reason that by such a course of training the young scions of Cambria will be better adapted for assuming the responsible duties and obligations of American citizens.

The purpose of an eisteddfod: "The cultivation of Welsh Literature, the art of Speaking and writing, and the development of musical talent among our citizens, by the distribution of prizes to those who excel in these various branches of science and art."

"They [eisteddfods] are deserving the sympathy and encouragement of the public, in thus endeavoring to improve and cultivate their intellects and foster a taste for moral and social improvement; for the reason that by such a course of training the young scions of Cambria will be better adapted for assuming the responsible duties and obligations of American citizens."

The "Mountain choir" from Bradford county will attend this eisteddfod and contest for the \$12 prize for the choir that sings best the first part of the *Oratorio of Daniel* by George F. Bristow (oratorio completed in September 1866; premiere given about three months later by the Mendelssohn Union, at Steinway Hall, on December 28, 1867).

The programme of the coming anniversary will be published during the ensuing week.

→ We notice that one of the prizes, is twelve dollars for the choir that will sing best, the first part of the Oratorio of Daniel. This alone will be instructive and entertaining, we learn that the "Mountain choir" from Bradford county intend to be present and contest for this prize. They are considered the best trained choir in that county,—so that our Lackawanna vocalists must do their best if they desire to be victorious.

Mr. and Mrs. Howell have consented to sing several popular "Welsh airs."

On the whole our Welsh friends are determined to have a good time—to enjoy Christmas with a "feast of reason, and a flow of soul." May success and prosperity attend the sons and daughters of Wales—in all such enterprises, that has for its object the elevation and improvement of our race.

← "May success and prosperity attend the sons and daughters of Wales—in all such enterprises, that has for its object the elevation and improvement of our race."

In 1870, in Carbondale, an eisteddfod was held on the fourth of July in Nealon's Hall, and followed by a civic procession. In support of these events, the Delaware and Hudson Railroad sponsored an excursion train from Scranton, and intermediate points, with half fare rates. About these events, we read the following in the *Carbondale Advance*, July 2, 1870, p. 3:

The Fourth in Carbondale.

We have the prospect of an interesting day in Carbondale on the coming Fourth.

THE EISTEDDFOD.

This Festival of our Welsh citizens, will be a prominent point of attraction and interest. An excursion train from Scranton and intermediate points will be run on the Del. & Hud. R. R., at half fare rates, i. e. full fare one way, for the round trip. The exercises will be held in Nealon's Hall, and consist of three sessions—commencing at 10 A. M. and 2 and 6 P. M. At the close a competent committee will award competitive prizes for the best essays, and best musical performances. There will undoubtedly be sharp competition and an interesting display of talent, sufficient to ensure a large attendance and patronage.

THE CIVIC PROCESSION.

The programme for the civic procession will be found in another column.

It embraces, as will be seen, nearly all of our civic societies, among whom are to be found a large share of our best citizens.

THE LADIES' FESTIVAL.

We have now no farther information in regard to the proposed Festival of the ladies of Trinity Church, at the City Hall. We have no doubt, however, that it will be conducted with their usual zeal and success. If particulars are received before going to press they will appear in our columns.

“An excursion train from Scranton and intermediate points will be run on the Del. & Hud. R. R., at half fare rates, i.e. full fare one way, for the round trip.”

A "grand eisteddfod" was held in Hyde Park, Scranton, in September 1875. In support of this Welsh event, President Sloan of the Delaware, Lackawanna & Western R. R. Co. donated one thousand dollars. In the *Carbondale Advance*, June 12, 1875, p. 3, we read:

The Welsh population of Hyde Park, are preparing for a grand Eisteddfod in September. Samuel Sloan, president of the Delaware, Lackawanna & Western R. R. Co., has donated one thousand dollars.

In mid-March, 1877, an eisteddfod was held in Nealon's Hall in Carbondale. Included in the announcement of that event in the March 17, 1877 issue of the *Carbondale Leader* (p. 3) was the program for the evening concert. Here is that announcement:

THE EISTEDDFOD.

At Nealon's Hall on Saturday and Saturday evening of the present week an Eisteddfod and concert will be held. The first session will convene at ten o'clock A. M., and the second at two o'clock P. M. These sessions will be devoted to the reading of essays, recitations, singing, and other interesting exercises. The concert in the evening will commence at eight o'clock; doors open at half-past seven. Tickets for the concert 35 and 50 cents; for the day 50 and 75 cents, for sale at Moses & Scurry's hardware store. The following-named gentlemen will be officers of the day: President, Rev. E. R. Lewis, of Hyde Park. Adjudicators: Mr. Thomas Evans, of Gibson, of essays, poetry, and recitations; Prof. M. C.

Jones of singing. The programme for the evening concert is as follows :

PART FIRST.

1. "The Hills Resound".....B. Richards
Choir.
2. Song, "The Rose is Blooming Still"....H. Glover
Prof. M. C. Jones, Wilkes-Barre.
3. Song, "Parting".....H. Millard
Miss Ada V. Lyson, Wilkes-Barre.
4. Duet, "Away Across the Sea".....Anon
Mrs. A. C. Hall and Mr. W. D. Evans.
5. Song, "Tell Me O Bird of the Merry Greenwood"
Abt
Miss Lizzie P. James, Hyde Park.
6. Tars' Song.....Hatton
Cambrian Glee Party.
7. Song, "Should He Upbraid?".....Bishop
Miss Ada V. Lyson.
8. Song, Comic
Mr. T. Davis, Jermyn.
Intermission Five Minutes.

PART SECOND.

1. "The Mighty Conquerer".....Callcott
Cambrian Glee Party.
2. Song, "When the Tide Comes In"....H. Millard
Miss Lizzie P. James.
3. Song, "When the Bloom is on the Rye"...Bishop
Prof. M. C. Jones.
4. Duet, "Hear Me, Norma".....Nelson
Miss Lizzie P. James and Miss Ada V. Lyson.
5. Song, "The Sailor's Return".....Hatton
Mr. W. D. Evans.
6. Welsh Song,
Prof. M. C. Jones.
7. Song, "The Cuckoo".....Abt
Miss Ada V. Lyson.
8. Anthem, "Worthy is the Lamb".....Handel
United Choir.

In the *Carbondale Leader* of March 24, 1877, p. 3, the following review of that eisteddfod that was held "at Nealon's Hall last Saturday" was published:

THE EISTEDDFOD.

The Eisteddfod which was held at Nealon's Hall last Saturday proved a success in every way. The committee had labored hard, under many disadvantages, to get up an Eisteddfod that would be both instructive and entertaining to all. The managers succeeded in presenting a very attractive programme for each exercise in the day and the concert in the evening. The programme for the day exercises was mostly in the English language; therefore, people flocked to the hall to hear the competition for the prizes and to decide for themselves on the talent of the competitors. The decisions of the adjudicators were satisfactory to all, with the exception, perhaps, of the chorus. Of course it is a difficult matter for adjudicators or judges to please both sides of a controversy, but the Eisteddfod adjudicators may in truth be said to have come as near satisfying all the contestants as they possibly could. Their decisions seemed to be strictly on the merits of those who contested the prizes, and there was no partiality shown.

"Their [the adjudicators] decisions seemed to be strictly on the merits of those who contested the prizes, and there was no partiality shown."

The morning session was opened and called to order by Rev. E. R. Lewis, of Hyde Park, President of the day, after which Prof. M. C. Jones, of Wilkes-Barre, sang a song entitled, "The Land of our Fathers." Then Mr. T. Evans, of Gibson, delivered an address in English on the Eisteddfod and the benefits to be derived from it. Mr. Lewis called on the bards to address, but no one responded except Mr. Evans.

The first competition of the day was a tenor

James W. Reese, whose bardic title was *Athenydd*, was born in Aberdare, South Wales in 1848, and died in Scranton in 1929. He married Frances Davies, who was born in Rhomney, South Wales in 1855, and who died in Scranton in 1943. They were married on May 9, 1874 in Scranton. They were the maternal grandparents of the author's father, Walter Silas Powell.

The candor of the adjudicators is wonderful: "Mr. Jones denounced four of them [the competitors in the bass solo] severely for attempting this song, while the other he recommended very highly and awarded the prize to him."

solo, "The Maid of Sker," in which four singers competed for the prize. Mr. Wm. D. Evans, of this city, won it easily.

For the prize on recitation in the Welsh language there was but one competitor, Mr. David J. Griffiths, and he earned the prize.

Three parties competed for the duet, "The Minute Gun at Sea." Mr. Wm. D. Evans and Mrs. A. C. Hall were the successful contestants.

→ Jas. W. Rees, of Hyde Park, won the prize in poetical recitation.

There were six competitors for the soprano solo, "The Blackbird." Miss Lizzie P. James, of Hyde Park, and Miss J. A. Davies, of Carbondale, were the winners.

Adjudication on the stanzas to Wm. S. Jones, mine inspector of Hyde Park. This prize was equally divided between Jas. W. Rees, of Hyde Park, somebody else who was neither present nor had a representative.

James W. Rees of Hyde Park

There was but one choir that competed for the prize offered for the children's choir. "The Prodigal's Return" was well rendered under the leadership of Johnnie Rees, of this city. This closed the morning exercises.

At two o'clock P. M. Mr. Lewis again called the meeting to order, and, after making a few appropriate remarks, called the children's choir forward to sing "The Sleighing Glee." Mr. Evans then responded in behalf of the bards.

→ The first prize competed for in the afternoon was the bass solo, "The Trumpet is Sounding Loudly," in which there were five competitors. Mr. Jones denounced four of them severely for attempting this song, while the other he recommended very highly and awarded the prize to him. It is quite needless to say that the winner was none other than our young but rising musician, Mr. Wm. D. Evans.

The prize for the essay "To the Bee" was equally divided between Jas. W. Rees, of Hyde Park, and J. W. Edwards, of Carbondale.

James W. Rees of
Hyde Park

Two parties competed for the quartette, "Where art Thou Beam of Light?" The prize was won by the Carbondale quartette represented by Wm. D. Evans, Mrs. A. C. Hall, Gomer Jones, and Morgan Thomas. Prof. Jones remarked that this was the best singing which he had heard during the day, and recommended Mrs. Hall's singing as being of a good quality in rendering the chromatics of this piece.

"Prof. Jones remarked
that this was the best
singing which he had
heard during the day..."

Two elocutionists competed for the recitation, "The Cataract of Lodore," but neither of them deserved a prize. One was given, however, to Mr. T. A. Davis, of Jermyn.

"Two elocutionists
competed for the
recitation 'The
Cataract of Lodore,'
but neither of them
deserved prize."

The prize for the "Tars' Song" was given to the Jermyn Choristers, but two parties competing.

Impromptu addresses were then delivered by three competitors for the prize offered, David J. Griffiths, of Jermyn, winning it.

Two parties competed for the prize offered for "Chicago Street Cries." Wm. D. Evans and party were the successful contestants.

In the choral singing of "Worthy is the Lamb" the Jermyn United Choir and the Carbondale United Choir were competitors for the prize. The prize was divided between the two choirs. Before the decision was given

“Before the decision was given Mr. Lewis gave a few illustrations to the Americans and others how to pronounce the Welsh language from the English, after which everybody went home to give vent to their feelings...”

Mr. Lewis gave a few illustrations to the Americans and others how to pronounce the Welsh language from the English, after which everybody went home to give vent to their feelings and to prepare themselves for the interesting entertainment which awaited them in the evening.

The programme for the concert as published in these columns last week, was carried out as far as it was in the power of the committee to do so. Miss Lyson did not appear, as she quite recently lost her voice, and the selections in which she was announced to sing were therefore omitted and others substituted. It was unfortunate for the management, but they did not learn of Miss Lyson's inability to sing until it was too late to change the programme. The hall was crowded, there being quite a scattering of Americans among the audience, the great majority of which, of course, was composed of our Welsh citizens and some from Jermyrn and other towns in the Lackawanna Valley. We have not seen so large an audience in the hall since the last minstrel performance given here. Miss James sang with her usual sweetness, filling up the parts in the programme made vacant by the absence of Miss Lyson. Mr. Evans's singing was one of the bright features of the evening's entertainment. Prof. Jones, whose voice is not a powerful one, sang a number of pieces. The duet by Mrs. Hall and Mr. Evans was well sung. Mr. Davis sang a silly comic song which seemed to tickle the audience so much that they called him back and made him sing another. This was not enough, and later the Mayor of Carbondale sent in a request for another of Mr. Davis's comic songs. Mr. Davis also murdered

“Mr. Davis also murdered ‘The Cataract of Lodore’ again. . . . All the music was properly appreciated with the exception of the comic pieces.”

“The Cataract of Lodore” again. The Cambrian Glee Party acquitted themselves nobly in each of their pieces, Mr. Evans, their conductor, having them well in hand, and the united choir in the anthem sang as one voice, so well have they been trained. All the music was properly appreciated with the exception of the comic pieces. Quite a large sum was realized from the day and evening exercises. The piano used at the Eisteddfod and concert is for sale at the residence of S. T. Corby, North Wyoming street. The committee return their most sincere thanks to Mr. Corby for the use of his instrument during the day and evening.

A huge eisteddfod was held in Hyde Park, Scranton, during the third week of June 1880. As is noted in the review given below of that festival of song and literature: “Everything was on an immense scale—the preparations, the building expressly erected for the purpose, holding several thousand people, the attendance, and the efforts of the participators.” Here is the review of that eisteddfod that was published in the *Carbondale Leader*, June 26, 1880, p. 2:

THE EISTEDDFOD.

A grand Welsh National Festival of Song and Literature, which is the English for the unpronounceable caption of this article, has been held in Hyde Park during this week. The Welsh are a wonderful people in the line indicated, and have proved their excellence in literary and musical matters on frequent occasions. One feature of their national characteristics is the massive assemblages of choirs and literary societies at intervals, like the one above mentioned. Everything was on an immense scale—the preparations, the building expressly erected for the purpose, holding several thousand people, the attendance, and the efforts of the participators.

“So great was the public interest in the affair, that mining and mercantile business was suspended for half the day Wednesday, that all might have an opportunity to attend.”

So great was the public interest in the affair, that mining and mercantile business was suspended for half the day Wednesday, that all might have an opportunity to attend. Previous to the opening a grand parade of the combined bands, numbering about one hundred pieces, took place through the principal streets of Scranton.

“On Thursday, the Welsh National air, ‘Harlech,’ was sung, Bauer’s Band, the united choirs and the great audience joining in its rendition. As upwards of two thousand trained voices took part, the effect can be better imagined than described.”

On Thursday, the Welsh National air, “Harlech,” was sung, Bauer’s Band, the united choirs and the great audience joining in its rendition. As upwards of two thousand trained voices took part in the anthem, the effect can be better imagined than described. A large number of distinguished men from abroad were present, including the Governor of the State, and some eminent musicians.

“Previous to the opening a grand parade of the combined bands, numbering about one hundred pieces, took place through the principal streets of Scranton.”

These festive gatherings have come down from the early history of Wales, and in ancient times were participated in by the highest of the Welsh nobility. It is something to interest all classes of our people, and reflects the highest credit upon our Welsh fellow-citizens. - We are glad to note that the affair was in every way a most decided success.

On Tuesday, December 2, 1884, the Welsh Presbyterian church of Carbondale was filled on the occasion of an eisteddfod. Here is the account of that musical and literary festival that was published in the *Carbondale Leader*, December 5, 1884, p. 3:

“Rev. D. T. Jenkins being ill, was unable to act as adjudicator, and Mr. J. Watkins acted in that capacity.”

THE EISTEDDFOD.

The Welsh Presbyterian church was filled on Tuesday night on the occasion of the eisteddfod. Some excellent singing was done and good voices shown. Tenor solos were sung by John Jones, Wm. Watkins, John Williams and Wm. D. Evans. Rev. D. T. Jenkins being ill, was unable to act as adjudicator, and Mr. J. Watkins acted in that capacity.

The first competition was on the reading of the 1st Psalm. Tommie Matthews was the only competitor and was given the prize. He recited it without fault. On the five minutes' speech on "Envy," Wm. Lewis, W. P. Williams and John J. Jones were entered. The first prize was divided between Mr. Lewis and Mr. Jones. For the tenor solo, without accompaniment, D. Lewis, Wm. Watkins and Jno. R. Williams competed. Mr. Lewis took first prize. Mrs. Jno. R. Jones was the only one entered in the soprano solo contest and got the prize. Her voice is very sweet. The prize for the best three minute speech on "Better Quality than Quantity," was given to W. P. Williams. Miss Maggie Hamilton took first honors on the contest, "Come to Me," from Gospel Hymns, and Lizzie Thomas on the song "Knocking," from the same book, for little girls. Miss Annie Ingeman recited "That Hired Girl," which created a good deal of laughter and W. D. Evans increased it with the solo, "A Jolly Good Laugh." It was an excellent entertainment and, judging from the applause, was fully appreciated. The "gems" of the evening were the solos of John Williams and Wm. D. Evans.

In addition to the eisteddfod described immediately above, a second eisteddfod was held in Carbondale in December 1884, this second one taking place in the Welsh Baptist Church on New Year's Eve. The program for this second eisteddfod was announced in the *Carbondale Leader*, December 19, 1884, p. 3:

"The competition is open to anybody in town and our young people cannot spend their leisure time more profitably than by preparing themselves for this contest."

ANOTHER EISTEDDFOD.

The members of the Welsh Baptist church of this city propose holding another competitive meeting in their church on New Year's eve, Dec. 31. The object of these meetings is to encourage the young people in studying the following branches: Recitations and composing of prose, poetry and music. The competition is open to anybody in town and our young people cannot spend their leisure time more profitably than by preparing themselves for this contest. The prizes are not large, but the improvement each one will make in preparing for the contest will benefit them much more than the dollars and cents they may receive as prizes. There will be competition on the following selections of music:

Tenor Solo, "Good Bye Sweetheart, Good Bye."
Soprano Solo, "Sowing the Seed," from Gospel Songs.
Solo for girls, "Where is my Wandering Boy To-night."
Duet for girls, "What must it be to be There," Gospel Songs.
Duet, "The Drunkard's Sorrow."
Recitation for children under 12 years of age, "Love your Enemies," from Independent Third Reader.
Address on "The Usefulness of Salt," five minutes' time.
Recitation, "The house on Fire."
"Spelling, six words propounded at the time.

Names of competitors must be in the hands of the Secretary on or before the 28th of this month. Morgan Thomas, Secretary; Adjudicators, — Recitations, Speeches, &c., D. E. Richards; Music, Wm. D. Evans.

An admission fee of 10 cents will be charged for adults to help defray the expenses of the contest. Children 5 cents.

“The Great Eisteddfod,” to take place in September 1885, was described as the “literary and musical event of the year” for 1885 in the *Scranton Truth*. That eisteddfod was announced in the *Carbondale Leader* of January 27, 1885, p. 3, as follows:

THE GREAT EISTEDDFOD.

PREPARING FOR THE COMING LITERARY AND MUSICAL EVENT OF THE YEAR— A PARTIAL LIST OF THE COMPETITIVE SUBJECTS AND PRIZES.

[From The Scranton Truth.]

The leading Welsh residents of Scranton are actively preparing for a grand Eisteddfod to be held in this city in September. The high character of these musical and literary gatherings in the past warrants the prediction that the coming event will be not only creditable to our Welsh citizens but to the entire city, and it will be looked forward to with deep interest. Owing to the large attendance which such a festival will attract from all parts of the country it has been deemed best to secure the Lackawanna Rink for the occasion. This is a judicious selection ~~and will commend itself to all classes.~~ The rink is central and commodious and can accommodate thousands. A meeting of the Committee of the Eisteddfod was held in the Hyde Park Library room Thursday night and a partial list of competitive subjects and prizes was agreed upon, from which we are permitted to publish the following:

“Owing to the large attendance which such a festival will attract from all parts of the country it has been deemed best to secure the Lackawanna Rink for the occasion. This is a judicious selection and will commend itself to all classes. The rink is central and commodious and can accommodate thousands.”

"PRIZE ESSAYS
AND POEMS: The
Geology of the coal
measures a prize of
\$75 / Romance
founded upon
incidents in the life of
a miner and his
family \$27..."

"To the choir of from
150 to 175 in number
that will best render 'I
will call upon the
Lord.' Mozart's
Twelfth Mass and
'Fallen is the Foe,'
Judas Maccabus [sic] /
\$400 (and \$50 to the
leader.)"

PRIZE ESSAYS AND POEMS.

- 1—The Geology of the coal measures a prize of \$75
- 2—Romance founded upon incidents in the life of a miner and his family 27
- 1—For an ode not over 1,000 lines on Bartholdi's statue of Liberty enlightening the world.. 75
(and a Bardic chair)
- 2—A poem of not 1 000 lines on "The Academy." 75
- 3—Cywydd—a short poem consisting of rhyming and concatenated couplets of fourteen syllables, seven in each verse—of not 200 lines; a paraphrase of the first psalm. 15
- 4—Epitaph of John W. Jones, late editor of "Y Drych" 10
- 5—Englyn—a stanza on "a letter" 10

MUSICAL.

- 1—To the choir of from 150 to 175 in number that will best render "I will call upon the Lord." Mozart's Twelfth Mass and "Fallen is the Foe," Judas Maccabus 400
(and \$50 to the leader.)
- 2—Glee: "Now by day's returning lamp," Bishop. the choir to be of the same number as the above 125
- 3—Chorus, "The Lord is my Shepherd," Parry. Choir to be not less than 75 nor more than 100 and choirs competing on Nos. 1 and 2 not to compete on this prize 125
- 4—Male voices from 16 to 20 in number, "The Signal Resounds," Dudley Buck 40
- 5—Double Quartette, "Break of Day," Thomas 20
- 6—Duet, Tenor and Bass, "Mighty Jove in Golden Showers," Rossini 15
- 7—Soprano Solo, "Everlasting Shore," Puisute. 10
- 8—Tenor Solo—"Llewellyn's Grave," D. Emlyn Evans 10
- 9—Baritone Solo, "Accents of Liberty," D. Emlyn Evans 10
- 10—Band Competition, "Overture to Semiramide" 100
- 11—Piano Solo, "Rigoletto," Liszt 15
- 12—Violin solo to girls under 15 years old.... 5
- 13—Musical composition, a chorus for male voices upon Welsh and English words not heretofore set to music 25

Given below, from the *Carbondale Leader*, February 24, 1885, p. 3, is the review of the eisteddfod that was held in the Welsh Presbyterian Church in Carbondale on Saturday, February 21, 1885:

THE EISTEDDFOD.

"W. D. Evans was adjudicator of the musical and Jno. W. Edwards of the literary exercises. D. Scurry acted as chairman of the meeting."

The Eisteddfod held in the Welsh Presbyterian church on Saturday evening was largely attended. W. D. Evans was adjudicator of the musical and Jno. W. Edwards of the literary exercises. D. Scurry acted as chairman of the meeting. Rev. W. H. Platt made a pleasant address and was loudly applauded. In the musical exercises some very fine voices were shown with considerable cultivation. The chorus competition between two choirs under the leadership of Thomas Rees and W. D. Watkins was very close, both rendering the anthem very finely. More interest was shown in this than the other competitions. In the competition for bass voices on "The Old Sexton," four persons entered for the prize. It was won by Reese Richards. Willie Ingeman was given a prize for a recitation, as was John R. Jones for a recitation for men. On the soprano solo "Happy Day" for little girls there were three competitors, Lillian Jones taking the prize. For the best extemporaneous speech on "Liberality," Thomas Davis received the prize. Six persons tried to read music at sight, Wm. Watkins receiving the prize—his rendition being the most correct. Six persons contested for the prize given for a tenor solo, "Maid of Athens" and it was divided between Wm. Watkins and John Jones. ~~This debate was won by Wm. Williams.~~ For the best rendition of the soprano solo, "The Missing Boat," \$1.00 was offered. It was contested for by two ladies, Miss Cassie Jones and Mrs. Wm. Watkins. It was won by the latter. In the impromptu speech on "Civil Service Reform," none of the three persons who competed understood the subject and the prize was withheld. In the chorus competition on the anthem, "Praise the Lord," by Parry, Mr. Watkins' choir was awarded the prize.

"The debate was won by Wm. Williams."

"In the impromptu speech on 'Civil Service Reform,' none of the three persons who competed understood the subject and the prize was withheld."

An eisteddfod was held at the Lackawanna rink in Scranton on November 11-12, 1885, for the benefit of the Hyde Park Free Library. It was hoped that a sufficient amount would be raised to sustain the library for five years. Here is the announcement of that eisteddfod that was published in the *Scranton Truth* and reprinted in the *Carbondale Leader*, November 3, 1885, p. 2:

The Coming Eisteddfod.

[From the *Scranton Truth*.]

Much interest is felt in the Eisteddfod to be held at the Lackawanna rink in this city, on the 11th and 12th of this month, for the benefit of the Hyde Park Free Library. It is the intention of those interested in the project to realize from it a sufficient amount to sustain the library for the next five years and we trust they may be successful. Over \$1,400 will be given away in prizes, chief of which is the \$450 for which four choirs will compete, namely one from Wilkes-Barre, one from Plymouth, one from Bellevue and one from Hyde Park. There have been numerous entries for all the other prizes on the list, including the choral society of Carbondale, and entries may yet be made until the 1st of November. The adjudicators have been selected for their skill, ability, independence and impartiality. Rev. T. C. Edwards, of Kingston, is the adjudicator on prose essays, and will be assisted on the Geological prize essay by Edward Jones, of Olyphant, and on the Health essay by Dr. Henry Isaac Jones, of Hyde Park. Rev. E. P. Rees, of Cardiff, South Wales, an eminent scholar and poet, will adjudicate the prize poetry. He is now in this country and will attend the Eisteddfod. David Jenkins, Mus. Bach., will be the adjudicator of Music. He is the composer of the chief chorus of the eisteddfod, "Let God Arise." W. Ap Madoc, of Utica, N. Y., will adjudicate the recitations and speeches. Three sessions will be held each day of the eisteddfod, and special trains will be run from this city to Carbondale, Plymouth, Wilkes-Barre, Nanticoke and intermediate towns.

"Over \$1,400 will be given away in prizes, chief of which is the \$450 for which four choirs will compete, namely one from Wilkes-Barre, one from Plymouth, one from Bellevue and one from Hyde Park."

"There have been numerous entries for all the other prizes on the list, including the choral society of Carbondale. . ."

"Rev. E. P. Rees, of Cardiff, South Wales, an eminent scholar and poet, will adjudicate the prize poetry."

"Three sessions will be held each day of the eisteddfod, and special trains will be run from this city to Carbondale, Plymouth, Wilkes-Barre, Nanticoke and intermediate towns."

On November 10, 1885, the day before the opening of the eisteddfod at the Lackawanna rink in Scranton (announced on the preceding page), the announcement given below was published in the *Carbondale Leader*, on page 4. From this announcement we learn that the Carbondale Society will participate in the competition by singing the anthem “The Lord is My Shepherd.” The *Carbondale Leader*, in this announcement, expressed the hope that the Carbondale Society would win the prize in this competition on that anthem. In this announcement we also read: **“It will be the greatest musical treat that Lackawanna county has ever had** [emphasis added], and those who attend will be amply repaid for their time.” Here is that short—but remarkable—announcement:

The Eisteddfod.

“... in which the Carbondale Society will take part, (and we hope take the prize,) will occur to-morrow morning [emphasis added].”

The competition on the anthem, “The Lord is My Shepherd,” at the Eisteddfod in the Lackawanna rink in which the Carbondale Society will take part, (and we hope take the prize,) will occur to-morrow morning. Special excursion tickets can be had for 80 cents and a special train will return to this city after the close of the eisteddfod on Thursday evening. It will be the greatest musical treat that Lackawanna county has ever had, and those who attend will be amply repaid for their time.

“Special excursion tickets can be had for 80 cents and a special train will return to this city after the close of the eisteddfod on Thursday evening.”

The success of the singers from Carbondale in the eisteddfod in Scranton on November 11-12, 1885, is the subject of the following article that was published in the November 13, 1885 issue of the *Carbondale Leader* (p. 4). Ninety-six members of the Carbondale Choral Society, under the direction of William D. Evans, participated in the competition and won the \$125 cash prize. W. D. Evans of Carbondale and J. E. Watkins of Hyde Park were the big winners at the eisteddfod in the tenor/baritone duet competition. Here is that article:

CARBONDALE AT THE EISTEDDFOD.

The Pioneer City Wins Her Share of the Honors.

A large party of Carbondalers attended the great Eisteddfod at Scranton on Wednesday. The Choral Society, of course, formed a large part of the excursionists. They were ninety-six strong, led by Wm. D. Evans. There was also a number of people who went along to see if this city really did have any good singing material. When Scranton was reached a rehearsal was held at the music rooms of L. B. Powell & Co., from where the society went to the Lackawanna rink. The rink was almost unbearably cold, and they were obliged to shiver in the frigid atmosphere for an hour and a half, as the choral competition was last on the programme. After the preliminary speeches and several adjudications the choral singing was announced. The Plymouth choir was named on the programme as one of the competitors, but they did not sing, although they were present, nor was any reason given. It was said that a choir from Slatington was also after the prize, although their names were not on the programmes, but they did not attend, so that the Carbondale society had no opposition. They sang very finely, and would

“The [Lackawanna] rink was almost unbearably cold, and they [the Carbondale Choral Society] were obliged to shiver in the frigid atmosphere for an hour and a half, as the choral competition was last on the programme.”

“He [Mr. Jenkins, the adjudicator for the choral competition] said that this [the performance by the Carbondale Choral Society] was the first choral singing he had heard in this country, and he was glad to hear such fine singing and glad to compliment the singers.”

no doubt have done better had it not been for the cold. Another drawback was the accompaniment, which the society was not used to, and which in some places, to say the least, was not of the best. The rendition of the anthem was admirably given, however, and the society were the recipients of some flattering compliments in the adjudication by Mr. Jenkins. He said that this was the the first choral singing he had heard in this country, and he was glad to hear such fine singing and glad to compliment the singers. He pointed out a few defects, which he said should be overcome, but on the whole the effort was very fine, and he was pleased to award the prize of \$125 to them. His decision was greeted with much applause. This ended the morning session.

“Mr. Jenkins gave the prize [in the tenor/baritone duet] to the first party [W. D. Evans of Carbondale, and J. E. Watkins of Hyde Park], and his remarks were full of compliments for Mr. Evans’ singing, the clearness of whose high notes he was especially impressed with, and whose runs and slurs were very nearly perfect. . . Indeed, Mr. Evans’ singing received more flattering praise than any other single effort of the day.”

In the afternoon the competition on the tenor and baritone duett, “We Were Boys Together,” was heard. A preliminary competition was held at the armory, at which nearly a dozen duos sang. The two who were selected as the best to sing for the prize at the cisteddfod were W. D. Evans, of this city, with J. E. Watkins, of Hyde Park, and Thomas E. Lewis with David Elias, both of Plymouth. Mr. Jenkins gave the prize to the first party, and his remarks were full of compliments for Mr. Evans’ singing, the clearness of whose high notes he was especially impressed with, and whose runs and slurs were very nearly perfect. Indeed, Mr. Evans’ singing received more flattering praise than any other single effort of the day. Mr. Watkins was also highly spoken of, and those in this city who have heard him sing, know that he has a rich voice, well cultivated, and is a fine singer. The prize for the duett was \$15

W. D. Evans of Carbondale also won first prize in the tenor solo competition, in which there were 24 competitors.

In the trial yesterday evening on the tenor solo, "Llewellyn's Grave," there were twenty-four competitors, but Mr. Evans again showed his superiority and took the prize of \$10.

Here are the names of the 96 members of the Carbondale Choral Society, whose leader was William D. Evans.

Following is a list of the names of the members of the Choral Society :

SOPRANOS.

Mrs. A. C. Hall,	Miss. Susie Hamilton
" Mary Herbert,	" Libby Adams,
" W. Lewis,	" Gretta Mitchell,
" Carrie Marcy,	" Cordilla Jones,
" Oscar Moore,	" Julia Evans,
" D. W. Evans,	" Lulu Stuart,
" Ann Thomas,	" Ida Austen,
" H. Elbrecht,	" Minnie Opie,
" W. Watkins,	" Angie Daniel,
" W. D. Evans,	" Minnie Bowen,
" W. D. Gardner,	" Clara Chapman
" T. Miller,	" Belle Gardner,
" Dan'l Davis,	" Mary Jones,
" Ann Price,	" Mary A. Jones,
Miss Cora Rowley,	" Mary Lippert,
" Carrie Foster,	" Maggie Vannan,
" Mamie Robinson,	" Kate Reese,
" Minnie Robinson,	" Lulu Varney,
" Minnie Marshall,	" Mary Morris,
" Maggie Hamilton,	" Angie Birs,
" Hattie Hutchins,	" Lucy Vannan,
" Chrissie Mitchell,	" Maggie Davis.
" Mattie Hughes,	

ALTOS.

Miss Hannah Lewis,	Miss Vina Toby,
" Maggie Parry,	Mrs. H. Daly,
" Mary Griffiths,	" D. G. Griffiths,
" Kate Griffiths,	" H. Krantz,
" Celia Jenkins,	" N. G. Kent,
" Cassie Jones,	" D. Lewis.
" Emma Soby,	

TENORS.

Wm. Opie,	Wm. Watkins,
David Lewis,	Peter Steely,
John Chilton,	David G. Griffiths,
N. G. Kent,	John Evans,
W. D. Evans,	Albert Wright,
John Williams,	John Jones.
Chas. Weston	

BASSOS.

A. S. Rowley,	Geo. E. Mills,
Johnson Bennett,	Wm. M. Lathrop,
James Stevens,	Bertie R. Hall,
J. W. Edwards,	Wm. R. Moon,
George Moon,	Reese Hughes,
Wm. Lewis,	J. M. Borden,
James Jones,	W. S. Price,
Wm. Davis,	T. M. Griffiths,
John Dennis,	J. T. Watkins,
Arthur Dennis,	Richard Thomas,
Rees Richards,	Moses Morgan,
D. W. Williams,	John J. Neuser.
Daniel M. Davis,	

Reprinted in the *Carbondale Leader*, December 22, 1885, p. 2, is an announcement of an eisteddfod to take place on Christmas Day 1885, in Olyphant. A choir of 125 voices from Providence will participate in the eisteddfod. This announcement was originally published in the *Scranton Republican*:

The Olyphant Eisteddfod.

The prospects for a large gathering of Welsh people at the Olyphant Eisteddfod on Christmas Day are bright. The valley from here to Carbondale will be well represented, Providence furnishing a choir of about 125 voices. The concert in the evening will be both attractive and interesting, as it will be supported by some of the best vocalists of the valley. The meeting will be presided over by Hon. Thomas Phillips, of Hyde Park, who is well known as an able and successful Eisteddfod Chairman and Conductor. The exercises will commence at 10 a. m. and at 2 p. m. Concert at 7:30 p. m. at the Blakely Baptist Church. Admission for the day including concert fifty cents; children only twenty-five cents.—*Scranton Republican*.

In 1886, on Christmas Day, at Taylorville, an eisteddfod was announced in the *Carbondale Leader*, August 24, 1886, p. 4. The adjudicator of music for the event, "probably the largest contest in this section of the State this winter," will be William D. Evans, of Carbondale, who will also sing two selections at the grand concert in the evening. Among the musical offerings at the eisteddfod will be a piece for bands, and, said the *Carbondale Leader*, "Many people would be pleased to have the Mozarts [the Carbondale Mozart Band] enter the contest, feeling sure of their ability to capture the prize." Here is that announcement:

A BIG EISTEDDFOD.

To be Held in Taylorville Christmas Day---
The Prizes.

Probably the largest contest that will be held in this section of the State this winter will be the Taylorville eisteddfod which will take place on December 25th. The management have selected as adjudicator of music Wm. D. Evans, of this city, who will also sing two selections at the grand concert in the evening. It is probable that Carbondale will be represented in the competitive exercises. It will be noticed that in the following programme which we append for the benefit of those interested in Carbondale, is a piece for bands. Many people would be pleased to have the Mozarts enter the contest, feeling sure of their ability to capture the prize. This is the programme:

MUSIC.	PRIZES.
1. For a mixed party, not less than twenty in number, "Arise, Shine, for thy Light is Come." George Elrey, Ditson's edition	\$25 00
2. Male party, 16 in number, "Little Mountain Church." Becker, Ditson's edition	20 00
3. For brass bands "Dancer's Dream." F. Wilson, published by A. Squire, Cin., Ohio	25 00
4. Quartette, "God is a Spirit." Bennett, "Woman of Samaria."	6 00
5. Trio: "Disdainful of Danger." Judas Maccabeus, by Handel	4 00
6. Duett, tenor and bass. "Go Baffled Coward, go." Samson Handel	3 00
7. Duett, sop. and alto, "I would that my Love." Mendelsshon,	3 00
8. Bass solo, "Thou art Gone up on High." Handel's Messiah	3 00
9. Soprano solo, "How Beautiful are the feet." Handel's Messiah	3 00
10. Tenor solo, "In a Native's Worth." Haydn's Creation	3 00
11. "Ehren on the Rhine," song for girls under fifteen years of age	2 00
12. Reading music for four	2 00
RECREATIONS.	
13. "Character of the Happy Warrior," from the Standard Library	5 00
14. "Crist yn Gorchfygn Satan," o'r Adroddiadur Americanaidd	5 00
15. "Do it Yourself," from Sanders' Union Fourth Reader for children under fifteen years of age	2 00
16. Impromptu Speech	1 00

In the *Carbondale Leader* of January 16, 1887, p. 4, it was announced that monthly eisteddfods would be held in the Carbondale Welsh Baptist church during the winter months, with the first one to take place on Wednesday evening, February 2, with twelve cash prizes aggregating \$10.25, to be given to successful competitors in music, recitations and literature. Here is that announcement:

Monthly Eisteddfods.

Our Welsh citizens are arranging for a series of eisteddfods to be held during the winter months in the Welsh Baptist church, and the first of these is announced to take place on Wednesday evening, Feb. 2nd, when twelve cash prizes aggregating \$10.25 will be given to successful competitors in music, recitations and literature. The Rev. D. L. Davis will be chairman; W. D. Evans adjudicator on music; and the Rev. M. J. Morgan on poetry, essays and recitations. Compositions are to be sent to Mr. Morgan and the names of competitors must be sent to the secretary, D. R. Lewis, on or before January 31st.

The eisteddfod that took place on September 28, 1887, in Carbondale, though a success, was not the success it might have been because of the weather. In the *Carbondale Leader*, September 29, 1887, p. 4, we read:

LAST NIGHT'S EISTEDDFOD

IT WAS NOT THE SUCCESS IT MIGHT
HAVE BEEN.

**But an Enjoyable Time Was Had by Those
Who Did Attend—The Competitions and
the Successful Competitors—Efforts of
Four Bards.**

The Scotch mist that prevailed last evening was a trifle disagreeable. It was just the kind of weather that leads the pedestrian to hesitate before he adds an umbrella to the other burdens that he is obliged to carry. Such weather dampens the ardor of youth and tends to neutralize the ambition and reduce our capacity for enjoyment. Of course there are occasions that may be enjoyable in damp weather, but after all it is indifferent pleasure. It is not strange then that so many persons who had been counting upon the pleasure of attending the entertainment to be given by our Welsh citizens last evening were disappointed. Had it rained in good earnest there is little doubt that the church would have been filled; as it did not, the seating capacity of the audience room was ample for the gathering.

The simple announcement that an "Eisteddfod" is to be held should always be enough to stir up the lovers of song and bring out the people who are always interested in the competition for first place among the bards. It was almost eight o'clock when the conductor, Rev. M. J. Morgan, the pastor of the church, ascended the platform and in a few well chosen words announced the opening of the "Cwrdd Llenwddol" (literary meeting) and introduced Miss Jennie Jones, who rendered the first number on the programme, "The Opening Song." Miss Jones is a young lady who has but recently made this city her home. She possesses a wonderfully rich soprano voice of great compass and her manner captivated the audience at once.

"It was almost eight o'clock when the conductor, Rev. M. J. Morgan, the pastor of the church, ascended the platform and in a few well chosen words announced the opening of the 'Cwrdd Llenwddol' (literary meeting) and introduced Miss Jennie Jones, who rendered the first number on the programme, 'The Opening Song.' "

"The number which gave the adjudicator ample opportunity to prove his right to the position, was the effort of four bards who attempted the four stanzas on the work of the Sabbath school."

"Let the Welsh people show a willingness to revive the work which has done so much to elevate the nation, and prove their appreciation of the efforts these gentlemen are making to establish an association that will perpetuate the ancient and honored custom of the 'cymru.' "

Two little girls competed for the prize given for the best recitation of a selection from the Scriptures, in which Lizzie Davis received the award. This was followed by a solo "In the Silent Midnight Watches" by children only, and Lizzie Davis was again successful. The third number was a five minute talk upon the advantages which the semi-monthly pay would bring, in which Doctor J. D. Jones showed the greatest number of good things to follow the change. For a prize solo from gospel hymns "Sound the High Praises" Miss Jones received the prize, and the tenor solo "Adieu to Wales" was successfully competed for by James Williams.

→ The number which gave the adjudicator ample opportunity to prove his right to the position, was the effort of four bards who attempted the four stanzas on the work of the sabbath school. The criticism was humorous throughout, although the bards probably felt the force of his remarks, and failed to appreciate the funny parts. The work of the adjudicator is no light task. He is the critic and at the same time preceptor in this training school, and the Rev. Mr. Morgan, of the Baptist church, performed this part in a most creditable manner. The plain talk which he gave the young people last evening should serve to stir them up, make them alive to the opportunities that are offered them by these gentlemen, who stand ready to give these meetings the time and thought they deserve; providing their efforts are appreciated. Let the Welsh people show a willingness to revive the work which has done so much to elevate the nation, and prove their appreciation of the efforts these gentlemen are making to establish an association that will perpetuate the ancient and honored custom of the "cymru."

← "The work of the adjudicator is no light task. He is the critic and at the same time preceptor of this training school, and the Rev. Mr. Morgan, of the Baptist church, performed this part in a most creditable manner."

An eisteddfod, to take place on Thanksgiving Day, 1887, in the Welsh Baptist Church in Carbondale, was announced in the Carbondale *Leader*, November 21, 1887, p. 4. A dozen competitions were to be featured on the program, with the Rev. T. P. Morgan, chairman, the Rev. M. J. Morgans, adjudicator of recitations, and W. D. Evans, adjudicator of music. The proceeds of the eisteddfod to be for the benefit of the Welsh Baptist Sunday School. Here is that announcement:

Eisteddfod on Thanksgiving Day.

A competitive meeting, or eisteddfod, will be held on Thanksgiving Day in the Welsh Baptist church, at 7:30 p. m. Rev. T. P. Morgan will be chairman, Rev. M. J. Morgans, adjudicator of recitations, and W. D. Evans, adjudicator of music. The programme consists of a dozen competitions.

All competitions to be in the hands of the adjudicator, on or before Nov. 21. Names of competitors to be in the hands of the secretary, John W. Lewis, Carbondale, on or before Nov. 22. Admission, adults, 15 cents, children under 12 yrs., 5 cents, and the proceeds are for the benefit of the Welsh Baptist Sunday School.

An eisteddfod was held in the Welsh Baptist Church in Carbondale on November 24, 1887. As that Welsh literary and musical gathering was taking place in the Welsh Baptist Church, John Boyle O'Reilly talked to the Celtic people in the New Opera House of Carbondale of the illustrious men of their nation. Here is the account of those two gatherings that was published in the *Carbondale Leader*, November 25, 1887, p 4:

WELSHMEN COMPETING.

THE REGULAR MONTHLY EISTEDDFOD LAST EVENING.

Perpetuating an Old Institution--Prizes Given for Par-Excellence in Essays, Impromptu Speeches, Music and Reading--An Amusing Feature of the Evening.

While the eminent poet-editor, John Boyle O'Reilly, talked to the Celtic people in the New Opera House, of the illustrious men of their nation, the descendants of a kindred people were assembled in the Welsh Baptist church, to be entertained by the "fittest" among the local celebrities. The gathering was advertised as a competitive meeting, which was appropriate, although not so pleasing to the trained ear of the Cymro as eisteddfod. These literary gatherings are of frequent occurrence wherever the Welsh people are found in any considerable number, and are made to serve as the training school for the young people. It is an institution peculiar to the race, and it is the ambition of every true Welshman to keep alive this custom that had its origin in the Druidical period.

The Welsh clergymen of this city have been actively engaged in reviving this interest among their countrymen, and to their efforts is due the creditable entertainment last evening. The church was well filled when the hour announced arrived. Rev. T. P. Morgan presided and delivered a pleasing address, rendering the audience a hearty Welsh welcome in his very original way. Everybody felt at home at once and settled themselves comfortably for the promised literary feast.

The opening solo by W. D. Evans, "adieu to cambria," was rendered in that gentleman's best voice and received deserved applause. This was followed by a number of recitations by little folks. Edith Hawkin, a very little girl, won the first prize. Sarah Davis and Bertha Elbrecht were successful in competitions and were presented with prettily bound volumes. Two little misses sang a duett, and Mr. Evans said some very complimentary things of them and presented each with a book. "Comrades in arms," was sung by a party of eleven men under the leadership of Owen Lewis. This is a favorite composition and created greater enthusiasm than any effort of the evening.

"In the trial at 'impromptu reading' there were two competitors but the effort did not warrant the adjudicator in recommending either for the prize."

→ In the trial at "impromptu reading" there were two competitors but the effort did not warrant the adjudicator in recommending either for the prize. Two essays upon "Moral Darkness" were ably criticized by Rev. M. J. Morgans, in fact the six pages of closely written note paper were thoroughly gone over, the object being to encourage the reading of the best literature of the day.

"The amusing feature of their interesting exercises was the short speeches made by three gentlemen, upon a topic to be made known after they reached the desk. Two minutes only was allowed and the competitors were obliged to retire to the vestibule and take their place when called. The subject given them was 'Nothing.'"

To those who understood the language this was the "instructive" part of the entertainment. The prize was awarded to John Lewis. Mr. Evans sang Dr. Parry's beautiful composition, "Noble Boy of Truth" with a tenderness that brought out the sympathy of the audience for the little hero of this song story. The amusing feature of their interesting exercises was the short speeches made by three gentleman, upon a topic to be made known after they reached the desk. Two minutes only was allowed and the competitors were obliged to retire to the vestibule and take their place when called. The subject given them was "Nothing." The first called, attempted to make a speech, struck an attitude, worried out a sentence and was struck dumb until the chairman announced "time is up." The second was staggered; said it was a difficult task to talk upon "Nothing" but finally scored a point by repeating some humorous lines that were a satisfactory definition of nothing or the next thing to it. The third man wrestled with a war of words upon what the Creator of the universe accomplished but the adjudicator called time, and told him that he was talking upon another subject and declared the second man winner. Miss Jennie Jones sang sweetly the ballad "When I was at Home" and proved that she possesses a voice of great compass. Lillie Jones, Lewis Davis and Thomas Mathews recited "The Old Tree" and each received a prize book. A party of fifteen rendered the familiar hymn "Huddersfield" and the entertainment closed with the singing of the national song "Land of my Fathers" led by Prof. Evans in which the audience joined heartily. Another entertainment will be given next month, when a more elaborate programme will be arranged.

In the *Carbondale Leader*, January 2, 1888, p. 1, it was announced that the celebrated Welsh Prize Singers from Cardiff, Wales, would appear in the New Opera House, Carbondale, on Thursday, January 5, 1888. The Welsh ladies in the group, it was announced, would appear in Welsh costume. Here is that announcement:

THE CELEBRATED Welsh Prize Singers,

from Cardiff, Wales, will appear in the

NEW OPERA HOUSE,

CARBONDALE,

Thursday Ev'g, Jan 5, 1888

Of their appearance in Scranton, Dec. 11, 1887, the "Truth" said: "It was an entertainment of rare excellence throughout."

On their appearance in Wilkes Barre, Nov. 30, the "Republican" said of the Ladies' quartette: "Better harmony and more surprising range of voices was never heard on Music Hall Stage."

The Ladies appear in Welsh costume.

ADMISSION, - 35, 50 & 75c.

Diagram opens Tuesday morning at the store of A. W. Reynolds' Druggist.

The concert by the Welsh prize singers on January 5, 1888 was a huge success, and was described in a review of the concert that was published in the *Carbondale Leader* on the following day, January 6, 1888, p. 4, as "a musical treat such as is seldom enjoyed here." Here is that review:

THE WELSH PRIZE SINGERS.

A Musical Treat Such as is Seldom Enjoyed Here.

The large audience assembled in the New Opera House last night to listen to the classical concert given by the above troupe had a rare treat. It was also manifest that those present appreciated the songs and glees sung because the stillness in listening to some of the fine points made by the singers was oppressive. The shading and the expression made by the double quartette showed great skill. R. W. Evans, who sang "The White Squall," has a sweet and fine tenor voice and sings with excellent expression. Miss Annie Davies, the contralto, who sang "Daddie," sings with a distinctiveness and clearness of enunciation that surprises her audience, and the depth and volume of tone she produces is marvelous for one so small. Miss Mary Davies has a sweet and melodious soprano voice of great compass and flexibility. She sings with great expression and her execution would do credit to more pretentious artists. Mr. Daniel, the bass has a voice of great depth and renders his songs with good taste. He has a voice that with proper training would place him in the front rank of professional artists. The concert as a whole could hardly be improved upon. The harmonious blending of voices in the glees sung was an attainment which is the result of long training and careful practice under the leadership of a skillful artist. A more delighted audience drinking in and enjoying melodious sounds of sweet harmony never sat out a concert in the New Opera House.

"The concert as a whole could hardly be improved upon. . . A more delighted audience drinking in and enjoying melodious sounds of sweet harmony never sat out a concert in the New Opera House."

One of the most interesting eisteddfods to take place in the Lackawanna and Wyoming Valleys of Pennsylvania in the nineteenth century is the one that took place on May 30, 1898 in Wilkes-Barre under the auspices of the Young Cambrian Aid Society.

What was there about that eisteddfod that made it so interesting? The fact that in addition to the musical and literary qualities of a traditional Welsh eisteddfod, at this eisteddfod two prizes were offered by Mines and Minerals (The Colliery Engineer Company, Scranton) for the best two essays upon mining topics.

The first prize shall be a complete coal mining scholarship in the Correspondence School of Mines and a complete set of the bound volumes of instruction papers valued at \$42.

The second prize shall be a short coal mining scholarship in the Correspondence School of Mines with a complete set of the bound volumes of instruction papers valued at \$29.

The essays shall be upon one of the following five subjects:

1. A comparison of the methods of underground haulage used in the Anthracite mines of Pennsylvania.
2. Suggestions as to improved methods of mining and ventilating anthracite coal mines with increasing depths.
3. Improvements in preparation of anthracite coal, past, present and future.
4. Suggestions as to the best methods of drilling and blasting anthracite coal.
5. The relative merits of the several methods of testing for gas (fire-damp.)

This eisteddfod represents, remarkably, the fusion of the traditional Welsh cultural and intellectual perspective of reality with the pragmatic realities of daily life in the anthracite coal fields of northeastern Pennsylvania, where the Welsh played the leading role in the mining of anthracite coal throughout the nineteenth century.

The following announcement of this eisteddfod was published in the *Carbondale Leader*, March 10, 1898, p. 6:

OF INTEREST TO OUR MINERS.

Prizes to Be Awarded on May 30 For
the Best Essays on Min-
ing Topics,

In connection with a musical and literary eisteddfod, which will be held in Wilkes-Barre, on May 30, under the auspices of the Young Cambrian Aid society of that city, two prizes have been offered by Mines and Minerals (The Colliery Engineer Company, Scranton,) for the best two essays upon mining topics, to be competed for under the following conditions:

(1) The competition shall be open to all residents of the anthracite coal fields of Pennsylvania. No person shall be eligible to receive more than one prize, though the same person may submit essays upon two or more of the subjects.

→ (2) The adjudicator of the contest shall be William Tate, editor Mines and Minerals.

(3) The first prize shall be a complete coal mining scholarship in the Correspondence School of Mines and a complete set of the bound volumes of instruction papers valued at \$42.00.

The second prize shall be a short coal mining scholarship in the Correspondence School of Mines with a complete set of the bound volumes of instruction papers valued at \$29.00.

Either of these scholarships shall be transferable in accordance with the regulations of the Correspondence School of Mines.

(4) The essays shall be upon one of the following subjects:

→ A comparison of the methods of underground haulage used in the Anthracite mines of Pennsylvania.

Suggestions as to improved methods of mining and ventilating anthracite coal mines with increasing depths.

Improvements in the preparation of anthracite coal, past, present and future.

Suggestions as to the best methods of drilling and blasting anthracite coal.

The relative merits of the several methods of testing for gas (fire-damp.)

The two prizes offered by Mines and Minerals (The Colliery Engineer Company, Scranton.)

The adjudicator of the contest was William Tate, editor of Mines and Minerals.

The five possible subjects for the essays upon mining topics

The mining scholarships offered as prizes for the winning essays

(5) The essay shall be sent to D. J. Williams, No. 364 East Market street, Wilkes-Barre, not later than May 12, 1898, and by him transmitted to Mr. Tate not later than May 15, 1898. Each essay must be signed by an assumed name and accompanied by an envelope having this assumed name on the outside, and containing a slip with the real name of the writer on the inside, which envelopes shall be retained by Mr. Williams and only the assumed name be known to the adjudicator.

(6) Mines and Minerals retains the right to publish any or all of the essays without further compensation to the writers.

→ (7) All competitors shall be subject to the rules and regulations of the Eisteddfod committee of the Young Cambrian Aid society, Wilkes-Barre, D. J. Williams, secretary.

The secretary of the Young Cambrian Aid Society of Wilkes-Barre was D. J. Williams.

Excellent material on the eisteddfods that were held in the coalfields of northeastern Pennsylvania throughout the nineteenth century and up to the third decade of the twentieth century, as well as on the gymanfa ganu held in Welsh churches during those years is presented in *History Commemorative of the Fiftieth Anniversary of the Creation of Lackawanna County Pennsylvania* . Volume One, 1928, pp. 338-341, 345): Chapter XIX: of *Music in Lackawanna County*, by Dr. D. E. Jones, Mus. Bac., as follows:

CHAPTER XIX

MUSIC IN LACKAWANNA COUNTY.

(By Dr. D. E. Jones, Mus. Bac.)

THE EISTEDDFOD—BANDS AND ORCHESTRAS—ORATORIOS AND CANTATAS—ORGANS AND ORGANISTS—GYMANFA GANU—EEIS CEOIL POLISH, RUSSIAN AND GREEK—SCHOOLS AND CONSERVATORIES—CENTURY CLUB.

The history of music in Lackawanna County resolves itself mainly to its history in the City of Scranton, although some of the other towns and villages, notably Carbondale, Olyphant and Taylor have been actively engaged in pursuing the divine art with commendable diligence over a period of many years, and these communities, in common with a few others, are still maintaining some prestige in choral and solo singing, in promoting concerts and eisteddfods, and in the cultivation of instrumental music such as bands and orchestras.

But most of the musical activities of these outlying districts gravitate naturally towards the Electric City as the fountain head of music in the county. It is here that the threads are gathered up, and for any historical references that are worthy of note, as well as the continuance and permanence of music as a study, it is to Scranton we must look.

At the same time it may be well to point to Carbondale as the birth-place of Eisteddfod, not only in this county but in the United States, and to Taylor as the scene of the first concert of Bach's music in Lackawanna County.

Hyde Park, through which passed the main highway from Pittston to Carbondale, became early a favored settlement for Welsh immigrants, and these people brought with them that intense love of music that is characteristic of their race.

Very soon they were building churches, and there began the development of the art which was to play an important part in the county's history as the years passed. Soon the Eisteddfod was established, that ancient Welsh institution which is the cradle of all Welsh music and musicians.

The Eisteddfod.—The Carbondale eisteddfod referred to was held Christmas Day, 1850, and among the literarians and musicians who attended were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas

J. Phillips (Cyw Ionawr), and Edward Jones. These were the pioneer eisteddfodwyr of America.

The next eisteddfod of importance was held in Fellows Hall, Hyde Park, in 1859, the first ever held in Scranton, and ever since this fine old institution has grown in strength and influence. In 1867 it occupied two days and it was at this meeting that Dr. Joseph Parry's "Ar Don O Flaen Gwyntoedd," a favorite glee which is heard even at the present day was the test piece. Indeed, Dr. Parry wrote it for this occasion.

The competing choirs were the Cambro Americans, led by Robert J. James, the Hyde Park Choral Union (Robert Jones); Providence (Edward Jones) and Olyphant (Williams Evans), and here began what may be regarded as the choral prestige of Scranton, which is recognized today throughout the land.

Scarcely a year now passed without an annual eisteddfod; the Bethania Church established one that was conducted every Christmas Day from 1891 to 1924. In 1889 the First Welsh Congregational Church held its first annual eisteddfod on New Year's Day, and this is still in a flourishing condition.

Nearly every Welsh church and community in the county had its eisteddfod fling, but few have persisted, and the meetings now held in the smaller towns are occasional and intermittent.

Some have been of outstanding importance. There was the great eisteddfod of 1875, held in a tent erected in a field in Hyde Park, and arranged by the famous eisteddfodwyr Judge H. M. Edwards, Benjamin Hughes, Thomas D. Davies, J. W. Howell, Thomas Phillips, W. S. Jones and D. C. Powell (Dewi Cwmtrch). This eisteddfod was presided over by Governor Hartranft, and the distinguished musicians Carl Zerrahn, Boston; James Pearce, Mus. Bac., New York, and J. W. Parson Price, Louisville, Ky., were the adjudicators.

Choirs led by William Evans, Howell T. Jones, William Bevan, Gwilyn M. Williams, Robert James, Robert Jones and William G. Howells competed.

At this eisteddfod also some of the city's best musicians came to first notice, Lizzie Parry James, Alma and Annie Price, Nellie Moses, Daniel Matthias, Thomas G. Beddoe, Daniel E. Davies, Rebecca Davies, Ella Corless, Rose Phillips and Edith Richards.

Another eisteddfod assuming national proportions was held at the Armory in Scranton, Memorial Day, 1902, with Walter Damrosch, New York; Jenkin Powell Jones, Cleveland, and J. W. Parson Price, New York, as adjudicators. Four splendid choirs, Utica, Wilkes-Barre, Northampton and Scranton entered the chief contest, the prize being awarded to Utica, Iorwerth T. Daniel, conductor.

The male chorus event was won by the Mason Glee Society, Wilkes-Barre, John Lloyd Evans conducting, and the ladies choir contest by the Scranton ladies, led by Mrs. D. B. Thomas.

The sponsors of this eisteddfod included Judge Edwards, David Pritchard, J. Courier Morris, Edward Robathan, John H. Phillips, John

Reynolds and Charles A. Hartley, and among the solo winners were Lizzie Hughes Brundage, Via Jones, Richard Phillips and Edgar Probyn.

Again on Memorial Day, 1905, came another national eisteddfod with Horatio Parker, Jenkin Powell Jones and David Davis, Cincinnati, as judges, and Evans Williams and Mrs. Ezra Connell as soloists.

The winners included Tydvil Jones, Via Jones, Lily Joseph Keller, Arthur Morgan and David Jenkins. In the big choir contest, "The Challenge of Thor" (Parker), the Plymouth choir led by Lodwick Davis, won; the ladies choral "The Violet" (Damrosch), was won by Scranton (Mrs. D. B. Thomas), and the male chorus "Homeward Bound" (D. C. Williams), was won by the Masons, Wilkes-Barre, (John Lloyd Evans).

On Washington's Birthday, 1912, the Dr. Parry Male Chorus, David Jenkins conductor, held a very successful eisteddfod at Town Hall. The judges were Arthur Claasen, Brooklyn, and Prof. W. S. Spaulding, Harvard University. This contest brought four Lackawanna County choirs, Carbondale (Tom Williams), West Scranton (William J. Davies), Bellevue (Thomas Abram), and Midvalley (George T. Williams). The Midvalley choir won the honors.

There was also a fine competition of male choruses in which Olyphant (Thomas M. Watkins), Masons (John Lloyd Evans), Gwents (Edward Griffiths), and Taylor (Richard Watkins), were engaged. The prize was given to Taylor.

The eisteddfod habit was not entirely confined to the Welsh people of the city and county. The Catholic Choir Association of Scranton promoted a successful meeting at the Academy of Music Oct. 28, 1891, when prizes amounting to more than a thousand dollars were awarded. Here, 18 church choirs, 25 singing societies and 65 soloists engaged in spirited contests.

Rev. John Loughran, Minooka, was the director general and Rev. Father Kiernan secretary. Hugh A. Clarke, Mus. Doc. of the University of Pennsylvania, and Prof. Frank J. Donahoe, organist of Boston Cathedral, were the adjudicators, and St. Nicholas Church Choir led by Prof. C. Cramer was the victor.

In May, 1893, the Association held its second meeting. Haydn's Mass was the test, and the prize of \$150.00 was won by St. Peter's Cathedral Choir, led by Joseph T. Roberts.

Neither did the Germans of the city and county ignore the spirit of competition. Their great Saengerfests, prototypes of the eisteddfod, have attracted them just as that institution attracted people of Welsh descent, and on many occasions the Scranton Liederkrantz and the Junger Maennerchor have gone forth to those Saengerfests in distant cities and returned victorious.

Scranton's superior choral singing is due largely to the influence of the eisteddfod has cultivated here, and there was never a lack of good leadership. The names of Robert James, Robert Jones, Howell T. Jones, Dr. Daniel Protheroe, Haydn Evans, John T. Watkins, David Jenkins and

Luther Bassett, all of them sound musicians and expert conductors, became known far beyond the city and county limits, and they and their choral forces were often invited to important contests in other parts of the country.

Few can forget the splendid victories of Dr. Protheroe at Wilkes-Barre in 1888 and 1891; Haydn Evans at the Chicago World's Fair in 1893, and John T. Watkins at Brooklyn 1902, St. Louis 1904 and Pittsburgh 1913. These were outstanding contests.

There were many more; Robert Jones at Wilkes-Barre 1868; Robert James at Pittston, 1869; Howell T. Jones at Philadelphia, 1879, and at New York 1881; Mrs. D. B. Thomas at Wilkes-Barre 1891; Reese Reese at Richfield Springs 1908; Louis Baker Phillips at Reading 1910; Adolf Hansen at Williamsport 1913; Frank J. Daniel at Reading, and Luther Bassett at the Utica National Eisteddfod 1927.

The eisteddfod developed our vocalists also in quite as large a measure, and among those who have served the city and county in this capacity may be mentioned Thomas Abram, Thomas Beynon, Thomas Boston now of Milwaukee, Mrs. Jennie Harris Connell, Mrs. Elizabeth Thomas Connell, David M. Davis, Howell Davis, Keziah Davies-Evans, Harry Evans, John Evans, William D. Evans Carbondale, Florence Morgan Harris, Rebecca Harris, Edith Richards-Heckel, Magdaline James, Margaret Jones James, Stanley James, Cyril Johns, Horace Johns, Joshua Johns, Sadie Edwards Johns, Daniel H. Jones, Ethel Jones, Harri E. Jones, John T. Jones, John W. Jones, Tacoma, Myfanwy Beynon Jones, Mrs. Roderick Jones, Theodore H. Jones, Tydvil Jones-Lamke, Via Jones, William A. Jones, William L. Jones, Pasadena, Bronwen Joseph, Julius Judd, Albert Lewis, Arthur Morgan, Moses Morgan, Sidney Owens, Thomas Owens, Edith W. Peterson, Albert Pilling, Mrs. Howell G. Reese, David C. Richards, William A. Roberts, David Stephens, Morris Thomas, Richard Thomas (Llew Herbert), Philip H. Warren, James E. Watkins, William W. Watkins, Mary J. Boston-Williams and Tom Williams (Eos Cynon).

From this "university of the poor" sprang the famous choirs; the Cymrodorion, Scranton Coral Union, Scranton Oratorio Society, Dr. Parry Male Chorus, Anthracite Glee Club, North Scranton Choral Society, Hyde Park Choral Society, Midvalley Choir and the Taylor Community Chorus.

The eisteddfod therefore has proved to be a vital factor in the music life of Lackawanna County and many of its prominent musicians have been reared in its atmosphere and have developed their talents under its splendid influence.

p. 345:

Gymanfa Ganu.—This is a Welsh musical product consisting of the assembling of all the church choirs of a community to sing hymns and other sacred music under the direction of a competent leader. It is not a competitive meeting such as the eisteddfod.

In some Welsh churches of the county a few Gymanfas were held intermittently for many years, but the most notable were those of 1922 at the First Welsh Baptist Church, conducted by Prof. David Jenkins; at the First Congregational Church by Dr. Protheroe in 1925; at the Armory in 1926 when 10,000 Welsh singers were assembled; at the Comerford West Side Theater in 1926 led by Profs. David Jenkins and Luther Bassett, and in the same auditorium in 1927 conducted by Dr. T. Hopkin Evans in 1927.

It now appears as if this fine institution is established on a firm basis in Lackawanna County, and we may look forward to annual events of this kind.

James W. Reese and Frances Davies of South Fillmore Avenue, Scranton, were active participants in the intellectual life of Hyde Park, Scranton. Both were among the organizers and charter members of the Tabernacle Congregational church, of which Mr. Reese was the initial recording secretary. James Reese also devoted a large part of his time to social activities and played a prominent role in the staging of eisteddfods in northeastern Pennsylvania. He was a promoter of the great eisteddfod of the middle 1870s, which was presided over by Governor Hartranft, and which brought to Scranton some of the outstanding musical critics of the United States. He was a member of and served as secretary of the Welsh Philosophical Society, and in that capacity, together with John Courier, served as one of the secretaries of the great eisteddfod at Division Street and Hyde Park Avenue in 1880. He helped in promoting the first Gymanfa Ganu held by the Welsh churches of Scranton. Frances Davies Reese, one of the singers of the undefeated Cambro-American choir of the Reconstruction period, was identified with early choral singing in this section, and in 1924 was one of the few remaining singers of the famous Robert James Choir, with an undefeated reputation during its activity.

Here is a biographical portrait of James W. Reese and Frances Davies of 141 South Fillmore Avenue, Scranton (the maternal grandparents of the author's father), that was written by the author:

The Welsh Bard *Athenydd* and His Wife, Frances Davies,
of South Fillmore Avenue, Scranton

By Dr. S. Robert Powell
Executive Director of the Carbondale Historical Society

My father's maternal grandparents were James W. Reese (*Athenydd*) and Frances Davies of 141 South Fillmore Avenue, Scranton. They were among the leading citizens of the Welsh community in Scranton during the late-nineteenth and early-twentieth centuries.

James W. Reese, the son of a Welsh minister, was born in Aberdare, South Wales, and came to America in 1870, making his home in West Scranton. At 6 o'clock in the morning on May 9, 1874, he married Miss Frances Davies, daughter of Daniel J. and Mary Davies of South Fillmore Avenue. The ceremony was performed by the Rev. D. Dyfri Davies, of Kingston, PA, at the Davies homestead on South Fillmore Avenue.

The following children were born to them: Daniel J. Reese, Mary Reese (Mrs. L. A. Weber), Olwen Reese (Mrs. William Ruch), Fanny Olivia Reese (Mrs. Silas Powell), and Walter Reese.

James W. Reese--miner, churchman, and writer--worked for the Delaware, Lackawanna and Western Company and later with the Pennsylvania Coal Company at Underwood (a company town near Olyphant/Throop, PA)--and was a staunch advocate of unionism. He served as treasurer of Local No. 1428 of the United Mine Workers and was sent as a representative to many district conventions. For 12 years he served on the state miners' examining board and for 15 years on the state mine foreman examining board.

James W. Reese was a thorough church believer and a constant and faithful attendant. Beginning at the age of 12, he was affiliated with church congregations. He and his wife Frances were among the organizers and charter members of the Tabernacle Congregational church, of which Mr. Reese was the initial recording secretary. Well known throughout the Lackawanna Valley among the churches of that denomination, James Reese was elected a moderator of the Welsh churches of northeastern Pennsylvania.

He was the first layman to be elected, in 1887, as secretary of the Gymanfa, an association of the Congregational churches in northeastern Pennsylvania. He attended personally to the supply of Welsh Congregational pulpits for the commonwealth of Pennsylvania with visiting ministers from Wales. When Miss Rosina Davies, the noted Welsh evangelist arrived in America from Wales, he personally arranged a schedule for her in her journey throughout the principal Welsh settlements in America.

James Reese was also deeply interested in fraternal welfare and helped in the organization of the Electric City Commandery, No. 177, of the Knights of Malta, and remained a member to his death.

James Reese also devoted a large part of his time to social activities and played a prominent role in the staging of eisteddfods in northeastern Pennsylvania. He was a promoter of the great eisteddfod of the middle 1870s, which was presided over by Governor Hartranft, and which brought to Scranton some of the outstanding musical critics of the United States.

He was a member of and served as secretary of the Welsh Philosophical Society, and in that capacity, together with John Courier, served as one of the secretaries of the great eisteddfod at Division Street and Hyde Park Avenue in 1880. At that eisteddfod, Mrs. George Howell was the shining star as a prize winner in elocution. He helped in promoting the first Gymanfa Ganu held by the Welsh churches of Scranton.

James Reese, whose bardic title was *Athenydd*, was a writer of considerable ability and for years was the Scranton correspondent for *Y Drych*. He won many prizes for his poems and essays at eisteddfods.

James W. Reese died in 1929, at the age of 80. His earthly remains are interred in Shady Lane Cemetery, Chinchilla, PA.

Frances Davies, who became the wife of James W. Reese in 1874, was born in Rhomney, Wales. She came to America with her mother at the age of seven. Her father had preceded them here and joined them upon their arrival. The American Civil War broke out while she and her mother were en route to America. As an adult, Frances Davies recalled seeing the departure of men from Scranton for service in the Civil War.

Frances Davies, as we have noted above, was married at 6 o'clock in the morning on May 9, 1874, to James W. Reese. The marriage took place at the Davies family homestead at 141 South Fillmore Avenue in Hyde Park, which is located between Jackson and Washburn Streets. That block has been described by some as one of the epicenters of all things Welsh in Scranton during the late-nineteenth and early-twentieth centuries.

The back yard to the Davies homestead was almost an acre in size, and there the family maintained a team of horses to draw their carriage; also a small flock of chickens. Such livestock in urban environments were a common occurrence at the time.

Walter S. Powell, my father, recalled, in 1984, that his mother's father, James W. Reese, used to drive a horse and carriage to Gravel Pond, near Clark's Summit, to go fishing. In that same

backyard, in later years, my paternal grandparents, Silas and Olivia Powell, maintained a small orchard, in which there were, among many other trees, several quince trees, as well as an extraordinary grape arbor in the form of an arcade, down the center of which ran a stone walkway; also extensive vegetable and flower gardens.

Frances Davies was the daughter of Daniel J. and Mary Davies, whose earthly remains are interred in the Washburn Street Cemetery. Daniel J. Davies was born on August 29, 1832 in Penlancych, Pembrokeshire, South Wales, and died in Scranton on January 16, 1893.

Frances Davies was, as we have noted above, was one of the organizers and a charter member of the Tabernacle Congregational Church and an active life member in the Cana White Shrine of the Jerusalem Annette chapter of the Order of the Eastern Star; the Dames of Malta, No. 35; and the Shepherds of Bethlehem.

Frances Davies Reese, one of the singers of the undefeated Cambro-American choir of the Reconstruction period, was identified with early choral singing in this section, and in 1924 was one of the few remaining singers of the famous Robert James Choir, with an undefeated reputation during its activity. Frances Davies Reese died in May 1943, at the age of 88, and her earthly remains were interred beside those of her husband, *Athenydd*, in the Shady Lane Cemetery, Chinchilla, PA.

They were extraordinary people, those Welsh ancestors of mine. How privileged I am to be one of their descendants.

S. Robert Powell

* * * * *

2. The first lodge of “The Philanthropic Order of True Ivorites” (a patriotic Welsh order) was established in Carbondale in the fall of 1853. Here is the article about the first celebration (procession and other public exercises) by the Ivoriads in the United States, which took place in Carbondale on August 8, 1855, that was published in *Carbondale Transcript and Lackawanna Journal*, August 10, 1855, p. 2:

IVORITES.

The ancient order of Ivorites, or as the Welsh term them "Ivoriads," held their first celebration in the United States in this city [Carbondale] last Wednesday, by a procession and other public exercises. Since then we have been curious to know the origin, and obtain some knowledge of the history of this new organization among us. It appears that they are a secret order, established for the mutual relief of each other, in sickness and affliction, and also to encourage Welsh literature, in the cultivation and perpetuity of their 'mother tongue'--a truly noble, laudable, and praiseworthy object. We discover by an old Welsh history, that in the beginning of the eleventh century, there lived in South Wales a celebrated chieftain *Ivor-bach*, or "the Little," who performed some extraordinary exploits, in repelling the "perfidious Saxon invaders." History characterizes him as a true and noble patriot, humane, brave, and courageous, and an ardent admirer and patron of Welsh literature as developed in the songs and legends of her bards. He was also the means of the restoration to his countrymen, of the just and equitable laws of Hywel Dda, and his life was spent in the cultivation and advance of the moral and social conditions of the Cymru.

Barbara James Campbell is a member of the Carbondale Historical Society, and an enthusiastic promoter of Welsh activities in Carbondale. Her father's name was *Idris Ivor James*.

In commemoration of his many virtues, and also as an incentive to the perpetuity of the Welsh language, at an early date, a social organization was formed by the name of *Ivorites*. It is a secret order, and at present is in a flourishing condition in the mountain fastnesses of Wales.

In the fall of 1853, a few patriotic Welshmen, inspired by a praiseworthy and benevolent sentiment, organized a Lodge in this City [Carbondale]--the germ of the Order in America,--since which time they have increased in numbers and influence. We were highly pleased with the decorum manifested by the members in the procession, their unique and uniform dress, consisting of black frock coat, white pants, white gloves and cravats, with the regularity in marching, to the sweet music from all Carbondale Brass Band--that elicited from all who witnessed them the encomium of a "model procession;"--they paraded through the principle streets of our city, under the direction of THOMAS VOYLE, Esq. as chief marshal, aided by Edward Roberts, Esq., assistant. Mr. Voyle looked well mounted on his beautiful charger, a true type and representative of the renowned Ivor-the-Little, or "Ivor-back." After the parade, they adjourned to the Welsh Baptist Church, where suitable and appropriate addresses were delivered, on the origin, progress, and destiny of the Ivorites.

The meeting was presided over with great dignity by ROBERT S. ROBERTS, Esq., President of the Order,--and the following gentlemen addressed the large and intelligent audience: Enoch Jones, ex-president, Thomas M. Jones, ex-vice-president, Wm. E. Jones, John Jenkins, Sen., Thomas J. Phillips, Evan Lumley, Llewelyn Hughes, Rev. David Williams, and Rev. William Evans; and from what we learn of the proceedings, some of the addresses were characterised by deep historical research--

ardent patriotism, and a deep and abiding love for the language, mountains and valleys of their native Kymru.

Since we have become acquainted with this interesting portion of our adopted citizens we esteem and respect them, for the Welsh possess in an eminent degree the very elements of character that constitute the basis of good, and true republican citizens; they easily assimilate with Americans in developing, maintaining, and perpetuating the noble and great principles of a free, republican government. They owe no allegiance to any foreign potentate; King or Bishop.

We wish success to the Ivorites; may their little Lodge in Carbondale become the mighty Oak, whose branches shall extend over every Welsh settlement in America, and bear fruit an hundred fold, in propagating the principles of Brotherly Love, Charity, and Truth.

Carbondale Transcript and Lackawanna Journal, August 10, 1855, page 2

The following article about the Carbondale Ivorites was published in the August 1, 1856 issue of the *Carbondale Transcript and Lackawanna Journal*, p. 2:

“The IVORITES.—A Society exists in our city, of the ancient order of Ivorites. Its members consist of native of Wales, and its business and deliberations are conducted in the Welsh language; its objects, are the perpetuity of their language and mutual relief in case of sickness or distress. The Society intend holding their anniversary on the eighth day of August inst., on which occasion there will be a public procession of their members, preceded by a Welch [sic] Harper, playing the melodies of their native “Rhymer” on the Harp, the national instrument of music. / This will prove a novelty to our citizens, especially the children. We hope they will have a good time.”

In the Jermyn, PA, School Board Minute Book, October 24, 1884, there is a reference to an Ivorite lodge. Was this Ivorite lodge in Jermyn? The reference is not clear on that point. Our thanks to Henry Loftus, White Mills, PA, for bringing to our attention this item. He did so by means of the e-mail, dated April 2, 2005, shown below:

From: "Henry Loftus" <museum1@ptd.net> View Contact Details
To: "S. Powell" <srp18407@yahoo.com>
Subject: Ivorites
Date: Sat, 2 Apr 2005 03:41:23 -0500

Robert,

I found this while reading through the Jermyn School Board Minute Book.

Look for the entry about J. B. Davis and the Ivorite Lodge.

Hank

Jermyn Pa Oct 24/1884

Reg Slated Meeting of Jermyn School Board Held at the House of
Thos

Walkey

There were present T. M. Griffiths Joseph Harris Wm H. Jones T.
L.W. S.

Hutchings Thos Walkey

The minutes of our reg meetings and Special Meetings read and
approved

It was reg moved and Seconed (sic) that an order be drawn on the
Treas
for

Twenty Five Dollars \$25.00 due on Bonds in Favour (sic) of J. B.
Davis

Trustee of Ivorite Lodge

It was reg moved and seconed (sic) that the Bill of Graham Waring
be
recd

and an order be drawn on the Treas for the amount of one Hundred
and

Ninety - Eight thirty Eight Cents \$198.38 for Extra Walls under all
partitions of New School Buildings

"It was reg
moved and
Seconed [sic]
that an order be
drawn on the
Treas for
Twenty Five
Dollars \$25.00
due on Bonds in
Favour [sic] of
J. B. Davis
Trustee of
Ivorite Lodge"

W. H. Jones Moved that we hire Angela Birs as Teacher for the term
of
School at the Salary of Thirty Dollars per month \$30.00

It was reg moved and secd that a committe (sic) of three be
apponted
(sic)
be appointed (sic) to see to getting the Halls ready for School
purposes
were as follows Thos Walkey W. J. Jones Joseph Harris
Board adjourned
Thos Walkey Secty

The article by William VanBuskirk titled “The History of the Philanthropic Order of True
Ivorites in Wales and North America,” that is given below was published in the June 1, 2006
issue of *Ninnau*, p. 11:

The History of the Philanthropic Order of True Ivorites in Wales and North America

By William VanBuskirk

Recently, the National Welsh-American Foundation formally adopted an honorary Ivorite degree. This milestone has been established to recognize noteworthy individuals and institutions whose personal activities bring honor to the overall Welsh tradition and heritage, most especially those that reflect efforts exemplifying the motto of the first Ivorites; Friendship, Love and Truth. Upon nomination and election by the board of directors of the National Welsh-American Foundation, these recognized individuals will be celebrated and distinguished by public acknowledgment and elevation to the honorary American Ivorite

In Wales, The Ivorites were known by the original name: "The Philanthropic Order of True Ivorites." This order was one of the many Friendly and Mutual Societies that sprang up in Wales during the nineteenth century. Self-help groups like this were the forerunners of our modern insurance companies and building societies. The Ivorite Order, whose motto was: 'Cyfeillgarwch, Cariad a Gwirionedd' (Friendship, Love and Truth), was established in Wrexham in 1836 by Thomas Robert Jones ('Gwerfulyn', 1802-1856) and was the only society which was exclusively Welsh.

The Ivorites were named after Ifor Hael (Ivor the Generous) who was the patron of Dafydd ap Gwilym (David son of William), the 14th century poet, who lived at Bassaleg, Monmouthshire.

The Ivorites had firm rules for its members regarding morals and behavior; it also nurtured the Welsh language, and during its golden years between 1840 and 1870 there was hardly a year without an Ivorite Eisteddfod. This cultural activity puts the movement in a special category, indicating that assisting the poor and needy was not its only purpose.

The "Order of Ivorites" did a

great deal towards the fostering of Welsh literature by giving Eisteddfod prizes and holding events to encourage and showcase native talent. The Ivorites' interest centered in the development of Welsh intellectual & moral character, as well as social improvement.

The following description of the Llandeilo Ivorites in 1840 gives an idea of the Order's idealistic and moralistic motives: "While the aims of the Ivorites Order were partly that of a conventional Friendly Society, namely to foster unity and fraternity and to assist one another in sickness and adversity, they also took on another important role by promoting the practice of speaking and writing the Welsh language.

Their primary purpose may have been to provide burial, accident and sickness benefits for their members, but in naming themselves after the patron of Wales's greatest poet, Dafydd ap Gwilym, they clearly wished to emulate Ifor Hael's great service by extending their patronage to the Welsh language and literature."

In America, Benjamin Hughes (1824-1900), took such sentiments to heart. He became one of the most important fig-

ures in the history of Scranton Pennsylvania's Hyde Park section. Benjamin Hughes was thought of as the father of the American Ivorites, credited with organizing the Ivorites' Society in Scranton, and was its first American Grand President. In the Order of Ivorites, there were three degrees; Blue, White and Gold. Benjamin Hughes served faithfully as the American Grand President for nine years. To all who knew him, he was 'more father than friend'. Possessed of exceptional executive ability and foresight, thousands profited by his benevolence. Benjamin Hughes was not only a champion of the Welsh; he had the confidence of those of other nationalities as well. He was held in highest esteem by all.

Although no active lodges are known to exist today, local lodges of the Order of Ivorites were actively working throughout the United States into the late 1900's. With the establishment of this honorary Ivorite Award, the National Welsh-American Foundation commemorates and pays homage to the ideals of our Welsh forebears and seeks to foster that same spirit in our own time.

Hartmann (p. 160) says that the American Order of True Ivorites was founded in Pittsburgh in 1848. The order had its greatest membership in 1895 (2,285). As of 1965, its treasurer estimated that the order had paid out, since 1863, some \$805,761.69 in sick and death benefits and for charity.

In an article published in the *Carbondale Transcript and Lackawanna Journal*, August 10, 1855, p. 2 (see above), we read: "In the fall of 1853, a few patriotic Welshmen, inspired by a praiseworthy and benevolent sentiment organized a Lodge [of the Ancient Order of Ivorites] in this city—the germ of the order in America,—since which time they have increased in numbers and influence."

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In the 1980 edition of the *Harvard Encyclopedia of American Ethnic Groups*, Stephan Thernstrom, Editor, we read: "The Order of True Ivorites, though conducted in English since 1935, was reduced by 1967 to one men's and four women's lodges and disbanded in 1974."

H. Religion and the Welsh

The important role of religion in the life of the Welsh is underlined by *Hartmann* (p. 101) as follows:

CHAPTER V

THE WELSH-AMERICAN CULTURAL COMMUNITY ITS RELIGIOUS EMPHASIS

Perhaps with no other ethnic group in America did religion govern the group's activities and so shape behavior patterns as it did the Welsh. The strong impact of non-conformity in the seventeenth century and the Methodist revival in the eighteenth changed the Welsh from a carefree, lighthearted, mountaineer people into a sober, death-fearing and puritanical folk, an impact which is only of late years beginning to lose its hold over the people of Wales. Religion and the institutions related to it therefore occupied the chief interests of the Welsh in the homeland. Those that came to America brought these same interests and ways of life with them, and wherever in America the Welsh settled in numbers small cultural nuclei based upon the old ways of life in the homeland made their appearance.

The Welsh immigrants who came to America were overwhelmingly non-conformist, and in this respect they reflected the general religious situation in the homeland where perhaps as many as eighty-five percent of the population were non-conformist during the latter part of the eighteenth century and during the entire nineteenth century. The three great faiths of the Welsh immigrants in America were Calvinistic-Methodism (often referred to as Welsh Presbyterianism), Congregationalism, and Antipaedo-Baptism. So far as the author has been able to determine, the first and second groups were about of equal strength in numbers among the immigrants of the nineteenth century and their children; the Baptists were less numerous.

Hartmann, p. 102:

Since the great bulk of the Welsh people belonged to dissenting groups by the coming of the nineteenth century, it is not therefore strange that they should bring their various forms of dissent with them when they came to America. Three of the early dissenting groups, the Quakers, the Baptists, and the Presbyterians, were already represented in America by the time the eighteenth century opened, most concentrated overwhelmingly in Penn's new colony. All these groups eventually became Americanized in habits and English in speech, although certain of the Baptist churches continued to hold services in Welsh down to 1800. The Welsh Quaker meetings linked themselves with the neighboring Philadelphia English-speaking Quaker meetings right from the start. The Baptists and Presbyterians, although having distinctly Welsh congregations at first, eventually joined with their English-speaking Baptist and Presbyterian neighboring churches to form district organizations to consider problems of general denominational concern. In neither case was an attempt made to set up a distinctly Welsh-American denominational organization during colonial times.

Religion in this case was emphatically Puritanical in its emphasis, demanding rigid observance of the sabbath, temperance if not total abstinence in respect to liquor, strict observance of the marriage vows and the discouragement of divorce, and an austere observance of conduct of life generally. The church was the acknowledged nucleus of the Welsh settlements. Its affairs and its activities were the dominating interests of the Welsh immigrants beyond the normal problems of earning a living. To the church they owed their allegiance. From it they obtained the spiritual sustenance necessary to meet the problems of their everyday existence. On the church and on religious activities associated with it the Welsh immigrants focused practically all their leisure time. A description of the "Welsh way of life" follows. With a few minor exceptions it applies to all Welsh-American settlements.

Sunday was the big day for the Welsh communities. In true Puritan fashion the Welsh observed it strictly. All food was prepared in advance the preceding day so that manual labor of any sort would not soil the Lord's Day. All activities of a worldly sort (to the extent that the Welsh indulged in these) were taboo. Even the reading of Sunday newspapers or secular literature was considered improper. It was accepted as the only true and proper Christian attitude to reserve Sunday strictly for religious activities. Activities of one sort or another took place in the church edifice from 9 A.M. until 8 P.M. A typical schedule of Sunday activities as outlined to the author by one of the older generation of Welsh Congregationalists ran somewhat as follows:

- 9 A.M. Classes for adult beginners (converts) in the fundamentals of the faith.
- 10 A.M. Preaching Session.
- 11:15 A.M. Christian Endeavor (for ages 10-20).
- 2 P.M. Sunday School (for both adults and children).
- 5 P.M. Christian Endeavor (for ages 5-10).
- 6 P.M. Preaching Session.
- 7:15 P.M. Singing School (Choir Practice).

Second only in importance to the sermons for the Welsh immigrants was the Sunday School. This venerable institution was a creation of the Welsh, and perhaps can be considered a Welsh contribution to Protestantism. Certainly the Welsh were holding Sunday School classes in their settlements long before such activities were introduced into the neighboring churches of the areas in which they settled. We have noted already that it was the Sunday Schools that made the Welsh a literate nation, for they were established at a time when there were no opportunities for elementary education of the masses in the homeland. But the Sunday School did more than create a literate people; it also created theologians and logicians as well. Reverend Llewelyn Jones of Utica, New York, stated that in the opinion of authorities on the subject the method used in conducting Welsh Sunday Schools was closely allied to the Socratic method, considered by many as the most perfect medium for teaching. It avoided the evil of doling out facts by the teacher and their being docilely received by the students without any questioning on their part. "The teacher was not always better trained than his pupils but both teacher and pupils participated in a common search for knowledge and truth".⁷

Classes were divided on the basis of age, but always included the adult members of the congregation as well. The usual topics of Protestant Christianity were taught in the children's classes. The adult classes, however, dealt with far more complicated theological topics, and as in the case of the sermons, formed the basis of a great deal of discussion during the week that followed. One knew in advance the topic to be discussed. One studied the Welsh *Bible* and the commentaries thoroughly in advance during the week so that one could be properly prepared for Sunday School. And then one argued and discussed the merits of the topic both in the class and on the way home, or at the home of a crony if the topic proved stimulating enough—and with the Welsh this was usually the case.

I. Celebrating Welsh Heritage in Lackawanna County, Pennsylvania, in the Twentieth Century

1. Welsh Day at Luna Park, July 27, 1907

Twenty thousand Welsh and Welsh descendants from Lackawanna and Luzerne Counties, New York, Philadelphia, Baltimore, and from cities in Ohio, Vermont and Virginia gathered at Luna Park, Scranton, for the first “Welsh Day” held in the United States.

One of the highlights of the day was the turning on of the lights of Luna Park from the White House in Washington, DC. In an article about this gathering of the Welsh, titled “Twenty Thousand Welshmen Had Great Time at Luna Park” (*Scranton Republican*, July 28, 1907) we read the following about the events of the day:

“It was the first gathering of the clans, and from the unlimited success met with, the pleasant event will undoubtedly be made an annual feature which will be looked forward to by a great number of loyal Welshmen. / Aside from the amusement furnished by the manifold attractions at the park, the salient features of the day were the musical numbers, and the contests. An odd feature was the singing contest between old ladies over fifty. The prize was won by Mrs. Mary Griffiths, of Taylor. / Nineteen men, more than fifty years old, contested for the prizes in singing. Mr. Daniel Davis, of this city [Scranton], came out first, and was awarded the prize. / The prize for the largest family was won by Mr. David Rolands, who had thirteen children with him. The family numbered fifteen. / Miss Grace Williams, of Peckville, was the first prize in the pianoforte solos. There were four children’s choruses competing. The Olyphant, the Miner’s Mills, the Hyde Park and the Providence. The Olyphant chorus was adjudged the winners. They were led by John Parry. / Five male choruses contested at the evening session. The Druids, led by Tom Abrams; the Hyde Park, led by John Evans, the North End, led by William Joes, The Olyphant, led by Tom Watkins, and the Taylor, led by James E. Watkins. The Taylor chorus won. / The adjudicators were Thomas Thorburn, W. W. Jones and D. E. Jones. Dr. T. C. Edwards, of Kingston, conducted the afternoon session, while Judge H. M. Edwards presided over the evening session.”

For additional information on Luna Park, see “Scranton Luna Park 1906-1916” by Jack Hiddlestone.

2. Blauvelt Choir: *Scranton Republican*, Monday, March 2, 1908, p. 2:

CARBONDALE.

THE BLAUVELT CHOIR WON SCRANTON PRIZE

Under Direction of Reese R. Reese
the Carbondale Singers Cap-
tured First Honor.

There is much rejoicing in local musical circles over the triumph of the Blauvelt Ladies' choir, of this city, at the great eisteddfod in the armory at Scranton on Saturday, St. David's day. Under the leadership of Reese R. Reese, the talented conductor of the First Presbyterian church choir, the Blauvelt club carried off the first honors of the ladies' chorus and, incidentally, the first prize of fifty dollars.

At all the singing contests in this part of the state the Hyde Park ladies have been accustomed to carry off the honors—but never, heretofore, have they had Carbondale to compete with. When it was announced that the Blauvelt club of this city was to enter the competition there were smiles of a deprecating character from the down-the-valley music people. But the singing of the Blauvelt club astonished and amazed the mammoth audience—excepting that portion from this city, who, all along, knew there was a surprise in store for those who refused to recognize the claims of Carbondale talent. The singing of the Carbondale ladies was the surprise of the evening session, and, as one critic put it, "caught the ears and the soul of the audience."

The competition was on "The Bridal of the Birds," with three contestants, the Hyde Park Ladies' choir, winner of many eisteddfod prizes in the past; the Jenny Lind choir, of Plymouth, and the Blauvelt Ladies' choir, of this city.

Reese R. Reese, director of the Blauvelt club, was showered with congratulations for his triumph in carrying Carbondale to success. Although the Blauvelt choir was late in entering the contest it had been drilled to perfection and easily led in precision, unity and general excellence, and the adjudicators had no hesitation in awarding the prize to Carbondale. The people of this city feel proud of the success of the Blauvelt club and hope shortly to hear another concert by them.

A large number of Carbondallians attended the eisteddfod and Hon. H. S. Jones and Reese Hughes occupied seats on the platform.

3. Welsh Day at Rocky Glen Park, August 31, 1921; August 29, 1923

Given below is an article from the *Scranton Times-Tribune* of Sunday, February 28, 2010, about Welsh Day at Rocky Glen Park, Moosic.

PERSPECTIVE

www.thetimes-tribune.com/editorial



THE SUNDAY TIMES FILE

Five thousand Welsh Americans celebrate their heritage with speeches, music and other events at Rocky Glen Park on Aug. 31, 1921. Lackawanna County President Judge H.M. Edwards speaks from the platform.

Wonder of Wales

Rich heritage, customs imprinted on Lackawanna Valley

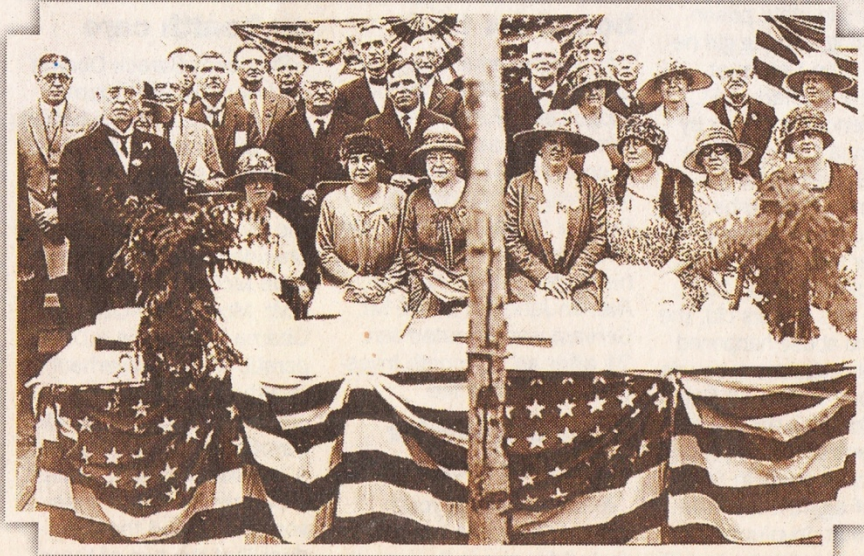
Wonder of Wales

Rich heritage, customs imprinted on Lackawanna Valley

The Lackawanna Valley is a community of immigrant people, each with a proud heritage to share. In May, we celebrate the Feast of St. Ubaldo. On March 17, we don the green in honor of St. Patrick. And on March 1, we celebrate St. David's Day.

Welsh immigrants were among the first to arrive in the Lackawanna Valley. They came to work the new iron furnaces and coal mines, and, like virtually every immigrant group that followed, they sought ways to retain the customs of their homelands.

Toward that end, a group of local Welsh immigrants formed the Cymmrodorion Society



THE SUNDAY TIMES FILE

Seven thousand Welsh Americans from Luzerne and Lackawanna counties gathered for Welsh Day on Aug. 29, 1923, at Rocky Glen Park. The group of prominent Welshmen who helped make the annual gathering a success included Judge H.M. Edwards; Mrs. J. L. Vopelecky of Cleveland, national president of the Welsh Women's Club; Mrs. George Howell; Mrs. J. E. Heckel; Elizabeth M. Thomas; professor David Jenkins; and Roy Williams. They were assisted by many local Welsh Day committee members, prominent clergy members and leading citizens.

in Scranton in 1886. This society was modeled after the Honourable Society of Cymmrodorion, founded in London in 1751 to preserve the Welsh language. The society still exists.

Customs, character

In Scranton, the mission of the Cymmrodorion Society included the preservation of language and customs.

An article from "Herald Cymraeg," published in Wales and reprinted in the United States in 1872, applauded Welsh immigrants for maintaining their Welsh character across the Atlantic. "Before politics," the article stated, "the Welshman thinks of his chapel, his Bible and his eisteddfod," which was a celebration of music, poetry, oratory and Welsh crafts and customs.

Given the importance of religion, it is no surprise that St. David took a key spot in the life of local Welsh immigrants. Dewi Sant, as he is known in the Welsh language, is the patron saint of Wales. Born in the sixth century, he was a Celtic monk, abbot and bishop. During his life, he was the archbishop of Wales and was one of many early saints who helped spread Christianity among the Celtic tribes of western Britain.

In Scranton, the Cymmrodorion Society



CHERYL A. KASHUBA
Local history

celebrated St. David's Day for the first time with a supper and music on March 1, 1879, in the Hyde Park section, where a large population of Welsh immigrants had settled.

St. David's Day

St. David's Society of Lackawanna County was formed in 1910 to continue the proud traditions preserved by the Cymmrodorion Society. Each year, it celebrates St. David and the Welsh heritage with a dinner on March 1, St. David's Day.

Little is known about the life of St. David himself, but he is said to have lived on bread, water, herbs and leeks, and it is customary to wear leeks in his honor on his special day.

Today, the St. David's Society helps to preserve the language and customs of those Welsh ancestors who left their homeland and settled in the Lackawanna Valley. Part of its mission is to encourage harmony among ethnic groups, and it is happy to serve anyone interested in Welsh heritage.

Centennial

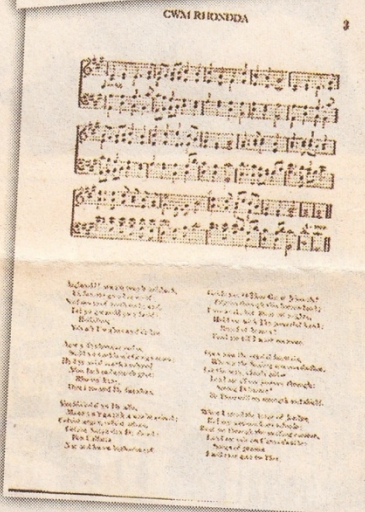
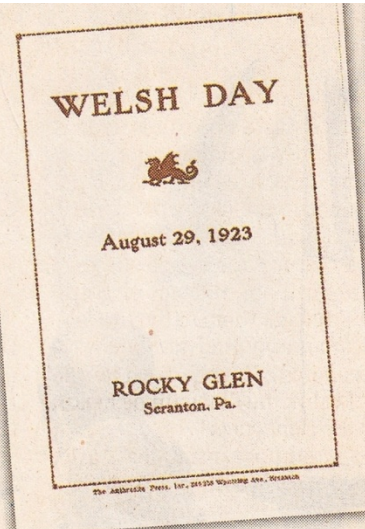
This year, the society celebrates its 100th anniversary. The festivities begin

on Monday in Carbondale with a joint event with the Carbondale Historical Society. County officials, ethnic group presidents and the general public will be invited to attend.

The proud musical tradition brought to the valley by Welsh immigrants continues in May with a grand banquet and choral concert over the Memorial Day weekend. The link with the past will be maintained through the 50-voice, Ystradgynlais Welsh Male Choir. Ystradgynlais, Wales, is the sister city of Clarks Summit.

It was the iron furnaces and the coal mines that brought the first Welsh immigrants to the Lackawanna Valley. From March 1 through the end of May, the Anthracite Heritage Museum will display artifacts depicting the Welsh heritage and its affect on the area's history and culture through language, music, song, mining, iron making and poetry.

These events remind



This song booklet from the 1923 Welsh Day celebration at Rocky Glen includes a page of music inside.

us all of the important role of the Welsh immigrant in the development of our valley.

CHERYL A. KASHUBA is a university instructor and author of "A Brief History of Scranton, PA." Contact the writer at localhistory@timesshamrock.com

J. Saint David's Day Dinners

Annual Saint David's Day Dinners, hosted by the Saint David's Society of Lackawanna County, were initiated in 1911. The historical background of those dinners is directly related to the history of three early Welsh churches in Scranton: the First Welsh Congregational Church of Hyde Park, the Plymouth Congregational Church on Jackson Street, and the Tabernacle Congregational Church on South Hyde Park Avenue. It is well, therefore, that we take a quick look at those three Welsh churches.

The First Welsh Congregational Church of Hyde Park was chartered on May 18, 1863, and the first building erected in 1866. The first pastor, Rev. E. B. Evans, arrived from Wales in 1830, and became known throughout Carbon, Schuylkill, Luzerne, and Lackawanna Counties as the father of Congregationalism. Rev. David Jones, the author of "Welsh Congregationalists in Pennsylvania, 1796-1930," served as pastor of this church for 29 years. On March 26, 1882, a group of 65 of the younger members of this church (2 were over 60, one of the other 63 was over 30, the other 62 were under 30) who wished to be part of the English speaking group of Welsh who were becoming more and more prominent in the religious and business life of the community, set out on their own and formed a church.

The church that those 65 younger members of the mother church formed in 1882 was the Plymouth Congregational Church. The first pastor was Rev. Jonathan Edwards, who organized a Christian Endeavor Society in this church. That was the first such society in Pennsylvania and the eighth in the world. The first church building of this group was found to be too small for the congregation, and in 1883 they began construction of a church building on Jackson Street, which was dedicated on January 7, 1894.

Another group of 82 young people, who desired more consideration in the operating affairs of the congregation in the Welsh tradition, set out on their own from the First Welsh Congregational Church of Hyde Park and organized, on June 23, 1886, the Tabernacle Congregational Church. They erected a new building on South Hyde Park Avenue, which was consecrated on March 10, 1889. Two of the constituent/charter members of this church were James W. Reese (who served as the initial recording secretary of the church) and his wife Frances, nee Davies. Rev. D. P. Jones served as the pastor of this church for 18 years; Rev. W. R. Edwards served as pastor for 15 years.

In the early 1900s, the Tabernacle Congregational Church, South Hyde Park Avenue, began to hold annual Saint David's Day banquets. These Saint David's Day banquets led to the formation of the Saint David's Society of Lackawanna County, which hosted a Saint David's Day Dinner at the Hotel Jermyn on March 1, 1911. At that dinner, H. O. Prytherach, a mine inspector, was elected the Society's first president.

Banquets have been hosted regularly by the Saint David's Society of Lackawanna County since that time. (Banquets were not held in 1918 and 1942 during the World Wars; the 1926 banquet was held in April and not on or close to Saint David's Day, because the long miners' strike, 1925-1926 ended only a few days before March 1, and it was decided to delay the banquet until the community recovered from the economic impact of the long layoff.)

A list of the presidents of the Lackawanna County Saint David's from 1911 to 2014 is given on the following page.

One final note should be added here on the Welsh Churches in Scranton, 1947:

On March 10, 1947, the three Welsh Congregational churches in West Scranton were consolidated to form the Trinity Congregational Church on South Main Avenue. The church retained that name until July 8, 1962, when the church became a part of the United Church of Christ (a consolidation of the Evangelical and Reformed churches and the Congregational churches of the United States). The Rev. James G. Evans served as pastor until 1949. He was followed by Rev. Richard Billingsley, Rev. Pierson P. Harris, and Rev. Carlton A. Whitlach (under whose guidance the new edifice on the site of the first church, on South Main Avenue, was erected).

**Presidential History of the Saint David's Society
of Lackawanna County**

1911- H.O. PRYTHERACH	1960- JOHN T. EVANS
1912- HON. GEORGE W. HOWELL	1961- WILLIAM W. JONES
1913- HECTOR H. JAMES	1962- WILLIS W. JONES
1914- JOHN REYNOLDS	1963- ATTY. WILLIAM J. OLIVER
1915- DR. JAMES D. LEWIS	1964- ATTY. WILLIAM D. MORGAN
1916- JOHN J. DAVIES	1965- DONALD Y. NICHOLAS
1917- ATTY. DAVID R. REESE	1966- R WILLIAMS/HAMILTON HUGHES
1918- THERE WAS NO BANQUET	1967- BASIL JONES
1919- ATTY. DANIEL R. REESE	1968- DAVID E. SAMUEL
1920- S.J. PHILLIPS	1969- THOMAS D. ARGUST
1921- ATTY. JOHN M. HARRIS	1970- DANIEL H. LEWIS
1922- JOHN REYNOLDS	1971- PHILLIP W. THOMAS
1923- J. HADYN OLIVER	1972- HAROLD M. THORPE
1924- JUSTICE GEORGE W. MAXEY	1973- LEROY T. JAMES
1925- LT. GOV. DAVID J. DAVIS	1974- ALFRED J. COOMBS
1926- REV. T. TEIFION RICHARDS	1975- ATTY. DAVID A. HOWELL
1927- ATTY. DAVID W. PHILLIPS	1976- J. MARSHALL LEWIS
1928- EVERETT T. JONES	1977- DR. GEORGE E. PUGH
1929- RHYS POWELL	1978- EMRYS JONES
1930- ATTY. EDGAR A. JONES	1979- GEORGE SMITH
1931- GORDON EVANS	1980- M. DONALD HUGHES
1932- WILLARD B. OLIVER	1981- JAMES S. EVANS
1933- T. SCRANTON WILLIAMS	1982- ARTHUR RICHARDS
1934- E. EMLYN ROBERTS	1983- ROBERT C. JONES
1935- CHESTER A. THOMAS	1984- DAVID W. MORGAN
1936- ATTY. GOMER W. MORGAN	1985- ALAN F. HUGHES
1937- DR. M. M. WILLIAMS	1986- ATTY. WILLIAM T. JONES
1938- JOHN H. PRITCHARD	1987- ARTHUR W. BROWN
1939- ATTY. DANIEL H. JENKINS	1988- RICHARD M. JONES
1940- DR. JOHN H. DYER	1989- THOMAS W. GABLE
1941- DR. J. NORMAN WHITE	1990- PHILLIP STEER
1942- GEN. DAVID J. DAVIS	1991- PHILLIP STEER
1943- ATTY. EDGAR A. JONES	1992- WARREN WATKINS
1944- JOHN REYNOLDS	1993- ROBERT T. DOBLE
1945- THERE WAS NO BANQUET	1994- RAYMOND C. DEVEREAUX
1946- PROF. WILLIAM J. POWELL	1995- CHARLES J. BROWNING
1947- T. SCRANTON WILLIAMS	1996- ROLLIN R. KEISLING
1948- ATTY. ESDRAS F. HOWELL	1997- REV. WILLIAM A. JONES
1949- DR. ALAN E. DAVIS	1998- WESLEY W. DUNN
1950- DAVID J. THOMAS	1999- MARGARET PARIS
1951- RUSSELL D. MORGAN	2000- CHARLES DEVEREAUX SR.
1952- RUSSELL O'HORO	2001- JAMES HENKELMAN
1953- CALWALLADER EVANS JR.	2002- DAVID A. JONES
1954- ALEXANDER E. WATKINS	2003-04 TUDOR ESTON WILLIAMS
1955- ATTY. J. HAYDN OLIVER	2005-06 EVERETT JONES, JR.
1956- GERALD R. WILLAM	2007-08 GERALD P. WILLIAMS
1957- DR. WILLIAM A. ALXANDER	2009-10 BRIAN D. KAEB
1958- DR. JAMES G. MORGAN	2011-12 ROBERT M. DAVIS
1959- DR. WILLIAM M. HOWELL	2013-14 DR. JAMES T. ARSCOTT

Saint David's Day Dinner and Historical Program, Carbondale; instituted 2004:



St. David's Day Dinner, Concert, and Historical Program

March 1, 2004

**Hosted by the
Carbondale Historical Society
and Museum**

**St. David's Day Committee
Barbara James Campbell, Jeffrey Nepa, Esquire,
Joseph Pascoe, S. Robert Powell, and Eleanor Spellman**



**To be born Welsh is to be born privileged.
Not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.**

**Church Street Grille, Carbondale, PA
Richard and Marie Michalek, proprietors**

PROLOGUE

**Welcome.....Dr. S. Robert Powell, President of the
Carbondale Historical Society and Master of Ceremonies**

**Who Was Saint David?.....Joseph Pascoe, Treasurer
of the Carbondale Historical Society**

Invocation.....Dr. S. Robert Powell

DINNER

Prepared by and under the direction of Chef Richard Michalek

Roast Pork with Apple Stuffing

Apple Sauce

Scalloped Potatoes

Sliced Carrots

Bread and Butter

**Cherry Nut Cake, decorated with Welsh Dragon (created by
Barbour's Bakery, Carbondale)**

Vanilla Ice Cream with Creme de Menthe

Coffee and Tea

Table Decorations

Daffodils blossom at the time of St. David's Day and are inseparable from Welsh history and tradition. No St. David's Day celebration would be complete without daffodils. The leek has been the Welsh national badge for many centuries. In Wales, it is customary to wear a leek on St. David's Day.

According to a legend used by English poet Michael Drayton, 1563-1631, the leek was associated with St. David because he ordered his soldiers to wear it on their helmets in a battle against the Saxon invaders of Britain that took place in a field full of leeks.

Welsh archers (perhaps in the Battle of Crecy and others) adopted the green and white colors of the leek as early as the 14th century to distinguish their uniforms from those of their enemies.

The Welsh cookies that are at each place setting were baked for this occasion by Barbara James Campbell, Hank Loftus, Susan Mazza, Tony Morell, and Lynda Nepa. The daffodil and Welsh dragon napkins at each place setting were sent to us from Wales especially for this grand occasion by Howard and Joyce Williams of Crickhowell, South Wales.

CONCERT

National Anthems

The Star-Spangled Banner

Hen Wlad Fy Nhadau (The Land of My Fathers)

(words and music given here on page 6-7)

St. David's Welsh Male Chorus

Mrs. Fran Justin, Director

Miss Maud Thomas, Piano

Program

Men of Harlech

Arwelfa

Penpark

We'll Keep a Welcome*

Morte Criste

All Through the Night

Cwm Rhondda

* Everyone is invited to join the Chorus in a repeat of the refrain. The words are printed below.

We'll keep a welcome in the hillsides,
We'll keep a welcome in the vales,
This land you knew will still be singing,
When you come home again to Wales,
This land of song will keep a welcome,
And with a love that never fails,
Will kiss away each hour of Hiraerth
When you come home again to Wales,
Will kiss away each hour of Hiraerth,
When you come home again to Wales.

"Blessed is a world that sings. Gentle are its songs."

T. Gwynn Jones

St. David's Welsh Male Chorus

The year 2004 marks the fifty-fifth anniversary of the founding of the St. David's Welsh Male Chorus of Scranton, PA. The Chorus is very active throughout the year in Scranton and northeastern Pennsylvania.

The chorus was organized in 1949 by the late William R. Hughes of Scranton. The group inherited ninety percent of its musical library from the Scranton Yungler Maennerchor. Some of the original Welsh members were Arwel Hughes (brother of William Hughes), Dan Protheroe, Emrys Jones, and Bryan Davies.

Directing the chorus at the present time is Mrs. Fran Justin from Clarks Summit, who is also director and organist for the Ransom Methodist Church. The accompanist is Ms. Maud Thomas, who is the retired organist of the Clarks Summit First Presbyterian Church. There are twelve men in the chorus at present: first tenor, 3; second tenor, 2; baritone, 3; and bass, 4.

Groups interested in hosting performances by the chorus should contact Mrs. Fran Justin (570-587-5889) or Warren Grill (570-586-2159).

TEA TABLE

Following the concert by the St. David's Welsh Male Chorus there will be a ten-minute pause in the evening's program. Dinner guests are invited to have a cup of tea and a Welsh cookie at the tea table set up in the dining room. Special thanks to Barbara Campbell, Joseph Pascoe, and S. Robert Powell for providing the tea services, china, and silver.

Welsh Motto

Y Gwir Yn Erbyn y Byd
(The Truth against the World)

Welsh Love Spoon

A beautiful Welsh Love Spoon, made in Wales from Welsh ash, has been donated to the St. David's Day dinner by Barbara James Campbell. During the historical program, we'll learn more about Welsh Love Spoons from Barbara Campbell.

HISTORICAL PROGRAM

The Welsh of Carbondale.....	S. Robert Powell
About David Lloyd George.....	Joseph Pascoe
"An Immigrant Ancestor's Prayer"...	Barbara James Campbell
Proclamation.....	The Honorable Justin M. Taylor, Mayor, City of Carbondale
Letters of Greetings/Congratulations...reported by	S. R. Powell
Tell Us about Your Welsh Heritage.....	Everyone
Presentation.....	Barbara James Campbell
God Bless America.....	Everyone

Nos Da

First Eisteddfod in America Held in Carbondale, Christmas Day 1850

Dr. D. E. Jones, Mus. Bac., wrote Chapter XIX, Music in Lackawanna County, in Thomas Murphy's two-volume *Jubilee History [of] Lackawanna County, Pennsylvania* that was published in 1928, commemorative of the 50th anniversary of the creation of Lackawanna County.

Therein, in Volume One (pp. 338-39), Murphy states: ". . . it may be well to point to Carbondale as the birthplace of Eisteddfod, not only in this county but in the United States. . . The Carbondale eisteddfod referred to was held Christmas Day, 1850, and among the literarians and musicians who attended were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas J. Phillips (Cyw Ionawr), and Edward Jones. These were the pioneer eisteddfodwyr of America."

Thank You

Berean Baptist Church: for lending a piano for this evening's concert; also for the use of church parking lot.

C. B. Tomaine Insurance: for the use of the Tomaine parking lot.

Howard and Joyce Williams of Crickhowell, South Wales: for providing daffodil and dragon napkins; also a St. David's Day flag.

Barbara James Campbell, Hank Loftus, Susan Mazza, Tony Morell, and Lynda Nepa: the bakers of the Welsh cookies that were presented and served this evening.

Barbara James Campbell, Joseph Pascoe, and S. Robert Powell: tea table china and silver.

Joe Bryer and the Genealogical Research Society of Northeastern Pennsylvania: for sending out an electronic announcement of the St. David's Day dinner, concert, and historical program to their membership.

Barbara James Campbell: for the Welsh Love Spoon.

The City of Carbondale: logistical support that contributed significantly to the success of the concert by the St. David's Welsh Male Chorus.

Howard Yepson: for tuning the piano used this evening.

The Red Dragon

Y Ddraig Goch is the emblem of the Welsh people, and since the time of Uther Pendragon, father of King Arthur, the Dragon has been used on the Standards of the Welsh kings. The Dragon protected his own and inspired terror in the enemy. When Henry VII was crowned king of England in 1485, he ordered that the Red Dragon be officially displayed on the Welsh flag. Often the Red Dragon is allied with the words:

Y Ddraig Goch a ddyry Gychwyn

(The Red Dragon will show the way.)

Some Interesting Facts about Welsh Americans

Fifteen signers of the Declaration of Independence were Welsh or of Welsh descent, as have been nine presidents of the United States.

These colleges and universities were founded by Welshmen: Yale, Princeton, Brown, William and Mary, Virginia, Johns Hopkins, and Andover.

Robert Morris (Revolutionary War financier), William Penn, and Roger Williams were all Welsh.

In the stairway in the Washington Monument, about half way up, is a stone with this Welsh inscription: "BY IAITH, GY NGWALD, FY NGHENEDL WALES. . . CYMRU AM BYTH."

In 1729 a small group of Welsh people living in Philadelphia founded the Society of Ancient Britons to honor St. David. After the Revolutionary War, the group reorganized as the St. David's Welsh Society of Philadelphia. It is the oldest national society in the United States.

Twenty Welsh men and women left Wales on May 6, 1830, arriving in New York on July 2, and in Carbondale on July 14, 1830. These Welsh pioneers came to Carbondale to work in the newly established mines of the Delaware and Hudson Canal Company. Among them were four regular Baptists, John and James Bowen and their wives. John was a deacon in the church from whence he came, while James was a minister of the Baptist faith. Mrs. John Bowen, born Martha Phillips in September 1778, was a member of the Lanwenarth Baptist Church in Wales, where she and John Bowen were married in 1808. Mrs. Bowen died in Blakely on December 13, 1858, at the age of 82.

In 1880, there were as many as 83,302 natives of Wales in America. In 1890, there were 100,079 Welsh born in the United States.

Three Welsh churches were established in Carbondale in the 1830s by the pioneer Welsh settlers of Carbondale: Welsh Calvinistic Methodist Church (established in 1832 or 1833); First Baptist Church (formed spring 1833, dissolved spring of 1891); Welsh Congregational Church (established 1835. The Berean Baptist Church (English Baptists, many Welsh members), was established March 1, 1848.

The Welsh Hill church: Bethel Congregational Church, incorporated April 12, 1869. The settlement of Welsh Hill was begun by Thomas and Hannah Watkins, natives of Carmarthenshire, South Wales, who left Wales in 1831, and after a voyage of about 2 months, landed in New York. In 1832, they were in Carbondale, where Mr. Watkins worked in the anthracite mines. On May 10, 1833, they bought 50 acres of timber land at Welsh Hill, Clifford, for \$3 an acre, near the southwest base of the south knob of Elk Mountain. In 1834, Mr. and Mrs. Watkins were joined by other Welsh families and a permanent Welsh settlement was established. The present Bethel Congregational Church (the third building erected by the congregation) was dedicated on June 10, 1888.

No less than 22,000 Welshmen attended Welsh Day at Luna Park, Scranton, on July 27, 1907. Welsh and Welsh descendants from all parts of the county and from surrounding counties and from New York, Philadelphia, Baltimore, and from cities in Ohio, Vermont, and Virginia converged on Scranton. An eisteddfod was held. One of the highlights of the day was the lighting of the lights, when Theodore Roosevelt pushed a button in the White House and the lights at Luna Park blazed into brilliance.

The Washburn Street Cemetery, Scranton, is one of the largest Welsh cemeteries in America, with over 18,500 interments therein, including 109 of the 165 men and boys, the majority of them Welsh, killed in the Avondale mine fire on March 6, 1869.

Cwmru am byth!
(Wales Forever!)



City of Carbondale, Pennsylvania

PROCLAMATION NUMBER 8 - 2004

WHEREAS, Welsh men and women came into this valley in Northeastern Pennsylvania from the farms, industrial areas, and mountains of Wales, beginning in the second decade of the nineteenth century to establish their homes and new lives; and

WHEREAS, the Welsh who came here helped construct the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, then worked in the company's anthracite mines in Carbondale and on the company's rail line in Honesdale; and

WHEREAS, these Welsh men and women, pioneers in the fullest sense of the word, were God-fearing folks and here, in what was then a virtual wilderness, established, within a decade of their arrival, no less than three houses of worship: the Welsh Calvinistic Methodist Church, the First Baptist Church, and the Welsh Congregational Church; and

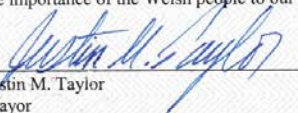
WHEREAS, the Welsh belief that the family and the church play a key role in community life, together with the energy, industry, ambition, desire to succeed, and capacity for hard work, these Welsh pioneers played a key role in the transformation of the village of Carbondale into a thriving industrial town and ultimately the "Pioneer City" of Lackawanna County; and

WHEREAS, those worthy Welsh men and women bequeathed to their families and to us, the community, a rich heritage, which we commemorate and celebrate today.

NOW, THEREFORE, I, Justin M. Taylor, Mayor of the City of Carbondale, Pennsylvania, do hereby acknowledge those assembled here and those who inaugurated this celebration of Carbondale's Welsh heritage. In addition, I do hereby proclaim ***Monday, March 01, 2004*** as

WELSH HERITAGE DAY

and ask that all citizens recognize and commemorate this day with appropriate ceremonies in honor of the importance of the Welsh people to our City's history.


Justin M. Taylor
Mayor

Carbondale News

Vol. 132, No. 10 Wednesday, March 10, 2004

St. David's Day dinner marks aspects of area Welsh heritage

Americans of Welsh descent as well as supporters of the rich and diverse ethnic heritage of the city of Carbondale, came from far and near to celebrate St. David's Day in Carbondale on Monday, March 1. The celebration, hosted by the Carbondale Historical Society, took place at the Church Street Grille, North Church Street.

Both of the restaurant's south dining rooms (decorated with Welsh flags and the flag of St. David, plus a large and interesting display of Welsh memorabilia from the collection of Barbara James Campbell, Clifford) were filled to capacity with citizens of Welsh descent and a broad range of civic and community minded citizens and friends who came together to celebrate Carbondale's Welsh heritage.

The master of ceremonies for the evening was the president of the Historical Society, Dr. S. Robert Powell who, after welcoming the guests, introduced the Society's treasurer, Joseph Pascoe, who spoke about the patron saint of Wales, St. David, and his life and works, and his importance to the Welsh people. Dr. Powell offered an invocation, after which the dinner was served.

The traditional dinner, featuring roast pork, was prepared by and under the direction of Chef Richard Michalek. The dinner began with leek and potato soup, a traditional Welsh dish. At each place setting was a daffodil or Welsh dragon napkin, all of which were sent to Carbondale especially for this celebration from Crickhowell, South Wales, by Howard and Joyce Williams.

Featured in the decorations on each table were daffodils and leeks. Daffodils blossom at the time of St. David's Day and are inseparable from Welsh history and tradition.

The leek has been the Welsh national badge for many centu-

ries. In Wales, it is customary to wear a leek on St. David's Day. According to legend used by English poet Michael Drayton, the leek was associated with St. David because he ordered his soldiers to wear it on their helmets in a battle against the Saxon invaders of Britain that took place in a field full of leeks. The soldiers wore the leeks on their helmets in battle so that

they could be easily distinguished from the enemy in the heat of the battle.

Following the dinner, the St. David's Welsh Male Chorus of Seranton took the stage, under the direction of Mrs. Fran Justin, with Miss Maud Thomas, wearing traditional Welsh attire, at the piano. Mrs. Justin is

■ See WELSH, page 12

-Welsh -

continued from page 1

the director and organist for the Ransom Methodist Church; Miss Thomas is the retired organist of the Clarks Summit First Presbyterian Church.

The musical portion of the evening began with the singing of the American and Welsh national anthems. The Welsh national anthem, "Hen Wlad Fy Nhadau" ("The Land of My Fathers"), was sung both in English and Welsh.

The St. David's Chorus then sang "Men of Harlech," "Arwelfa," "Penpark," "We'll Keep a Welcome," "Morte Criste," "All Through the Night," and "Cwm Rhondda," all of which were warmly received by the entire house. For the singing of "We'll Keep a Welcome," the dinner guests were asked by the director to join the chorus in singing a repeat of the refrain.

This year is the 55th anniversary of the founding of the St. David's Chorus, which was organized in 1949 by William R. Hughes of Scranton. There are 12 men in the chorus at the present time, including Bob Vandenberg, Washington Street.

During the intermission that followed the concert by the St. David's Chorus, the dinner guests were invited to have a cup of tea and Welsh cookies at the tea table in the dining room. Barbara James Campbell, Hank Loftus, Susan Mazza, Tony Morell and Lynda Nepa were the bakers of the Welsh cookies that were served at the tea table and presented as favors at each place setting.

The historical program that followed began with a paper by S. Robert Powell on the pioneer Welsh settlers of Carbondale. Joseph Pascoe then spoke about David Lloyd George. Barbara Campbell then spoke about her Welsh ancestry and read a poem titled "An Immigrant Ancestor's Prayer."



WELSH HERITAGE CELEBRATED — Among those who participated in the St. David's Day dinner celebrating Welsh heritage at the Church Street Grille on March 1 were (standing, left to right) Dr. S. Robert Powell, Joseph Pascoe, Jim

Justin, Bill Keller, Bob Vandenberg, Andy Kepler, and Warren Grill; (seated) Barbara Campbell, Maud Thomas, Fran Justin, and Eleanor Spellman. (NEWS photo by Tom Flannery)

Carbondale Mayor Justin M. Taylor issued a proclamation declaring March 1, 2004 to be Welsh Heritage Day and asked that all citizens of Carbondale recognize the importance in the city's history of the Welsh pioneer settlers and the Welsh community, and commemorate this day annually with appropriate ceremonies.

S. Robert Powell shared with the group several letters of congratulations and greetings sent to the Carbondale St. David's Day celebration, including one from Crickhowell, South Wales by Howard and Joyce Williams, the Llangattock Town Council, and the Talgarth Male Voice Choir.

Letters of greeting and congratulations were also received from William J. Davis (Portland, Oregon), Cheryl Moore (state of Indiana), Bill Curnow (Port Charlotte, Florida), Tom Price and Glen Jenkins (Swansea).

Powell noted that an announcement of the Carbondale St. David's Day celebration was posted on the internet through

Joe Bryer at the Genealogical Research Society of Northeastern Pennsylvania. Powell then introduced to the group Lawrence Vernon and Mary Stradley, from Princeton, N.J., who saw the notice on the internet and arranged to come to Carbondale for the dinner and the celebration.

The floor was also turned over to dinner guests to speak about their Welsh connections and heritage. Robert Wise and Gerald Williams then shared with the group interesting and informative accounts about Welsh family members or his-

tory. Marianne Stratford, Forest City, recited a poem in Welsh that she learned from her late husband, William, who learned the poem from his Welsh grandmother.

Barbara Campbell spoke about Welsh love spoons and their many meanings and noted that they are frequently presented to individuals to wish them good luck, happiness and prosperity. On behalf of the Welsh community of Carbondale, Dr. Powell presented Mayor Taylor with a carved Welsh love spoon that was made in Wales from Welsh ash and

donated to the Carbondale St. David's Day celebration by Barbara James Campbell.

The Carbondale St. David's dinner, concert and historical program concluded with a performance by the entire assembly of "God Bless America," sung under the direction of Mrs. Susan Postlethwaite.

The Carbondale Historical Society has resolved to celebrate the Welsh heritage of Carbondale with an annual St. David's Day dinner, concert and historical program.

(Submitted by Dr. S. Robert Powell)

The Scranton Times, Thursday, January 29, 2004, p. 14:

REGION 14 THE SCRANTON TIMES

THURSDAY, JANUARY 29, 2004

Getting Ready for the Show



RICH BANICK / THE SCRANTON TIMES

Fran Justin conducts the St. David's Men's Choir at the United Baptist Church. Their performance will be at the St. David's Day Dinner, sponsored by the Carbondale Historical Society, on Monday, March 1.

Hometown



RICH BANICK / TRIBUNE STAFF PHOTOGRAPHER

Concert rehearsal

From left, Bill Keller, Jim Justin and Al Zeiss practice with the St. David's Men's Choir at the United Baptist Church. Their performance will be at the St. David's Day Dinner sponsored by the Carbondale Historical Society on March 1.

Carbondale News

Vol. 132, No. 6 Wednesday, February 11, 2004



WELSH HERITAGE — Members of the Welsh Congregational Church gathered with their pastor, Rev. L. Williams in 1880 at the church at Eighth Ave. and S. Church St. Standing 13th

and 14th from left are John T. Jones and Grace Hollis Jones. The area's Welsh heritage will be celebrated at a dinner program on March 1. (Courtesy of Carbondale Historical Society)

Welsh heritage dinner program to feature Welsh Male Chorus

The Saint David's Welsh Male Chorus of Scranton will perform as part of the St. David's Day dinner and program to be held on Monday, March 1.

The event, sponsored by the Carbondale Historical Society, will begin at 6 p.m. with dinner at the Church St. Grille, N. Church St. For tickets, call Joseph Pascoe (282-4234), Barbara James Campbell (222-9229), or Attorney Jeffrey Nepa (282-7050).

Among the chorus selections

will be "Men of Harlech," "Arwelfa," "Penpark," "We'll Keep a Welcome," "Morte Criste," "All Through the Night," and "Guide Me O Thou Great Jehovah."

The St. David's Chorus, organized in 1949 by the late William R. Hughes of Scranton, will be conducted by Mrs. Fran Justin of Clarks Summit. She is also the director and organist at Ransom Methodist Church.

Accompanist will be Maud Thomas, the retired organist of Clarks Summit First

Presbyterian Church.

Chorus members include 12 men — three tenors, two second tenors, three baritones, and four basses. Bob Vandenberg, Washington St., Carbondale, is a member and will perform in this concert.

The program will feature the recognition of Carbondale's Welsh heritage, which included the Welsh Congregational Church, established in 1835 on the southwest corner of Eighth Ave. and S. Church St.

Saint David's Day Dinner and Historical Program, Carbondale: March 1, 2005:



St. David's Day Dinner, Concert, and Historical Program

March 1, 2005

**Hosted by the
Carbondale Historical Society
and Museum**

**St. David's Day Committee
Barbara James Campbell, Joseph Pascoe,
S. Robert Powell, and Eleanor Spellman**



**To be born Welsh is to be born privileged.
Not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.**

**Durfee Parish Hall, Trinity Episcopal Church
River Street, Carbondale, PA**

HISTORICAL PROGRAM

Opening Remarks.....S. Robert Powell

Connections.....Jerry Williams, Vice
President of the St. David's Society of Lackawanna County

Greetings and Letters of Congratulations

Mr. Jack Watkins, President of the Welsh Society of the
Southern Tier of New York

Mr. Jerry Williams, Vice President of the St. David's Society
of Lackawanna County

Letter from Mr. Eric Smith, President of the Historical
Society of Beaufort, South Wales. Letter read by Barbara
Campbell.

The Ancient Order of Ivorites.....S. Robert Powell

God Bless America.....Everyone

First Eisteddfod in America Held in Carbondale, Christmas Day 1850

Dr. D. E. Jones, Mus. Bac., wrote Chapter XIX, Music in Lackawanna County, in Thomas Murphy's two-volume *Jubilee History [of] Lackawanna County, Pennsylvania* that was published in 1928, commemorative of the 50th anniversary of the creation of Lackawanna County.

Therein, in Volume One (pp. 338-39), Murphy states: ". . . it may be well to point to Carbondale as the birthplace of Eisteddfod, not only in this county but in the United States. . . The Carbondale eisteddfod referred to was held Christmas Day, 1850, and among the literarians and musicians who attended were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas J. Phillips (Cyw Ionawr), and Edward Jones. These were the pioneer eisteddfodwyr of America."

St. David's Chorus to perform March 1

The St. David's Welsh Male Chorus of Scranton will perform in Carbondale on Tuesday, March 1. The concert will be performed as part of an evening program, sponsored by the Carbondale Historical Society, in commemoration of St. David's Day.

The program will begin at 6 p.m. with a sit-down dinner in the Durfee Parish Hall of the Trinity Episcopal Church, Carbondale. The St. David's Welsh Male Chorus will perform following the dinner.

The St. David's Chorus, which was organized in 1949 by the late William R. Hughes of Scranton, will be conducted by Mrs. Fran Justin of Clarks Summit. Mrs. Justin is the director and organist of the Ransom Methodist Church.

The chorus roster is made of 12 men, including Bob Vandenberg, Washington Street, who will perform with the group during this concert.

Following the concert, a Victorian doll house, made by Tony Cuce, Hospital St., will be chanced off.

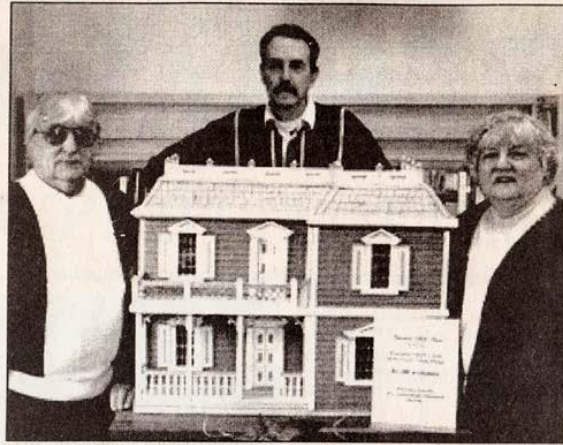
Anyone interested in cel-

ebrating the Welsh heritage of Carbondale and the Lackawanna Valley is invited to attend. For ticket information and reservations, contact Joseph Pascoe (282-4234), or Barbara James Campbell (222-9229).

Three churches were established in Carbondale in the 1830s by the pioneer Welsh settlers of this city. The oldest of these churches was formed by the 20 Welsh settlers who left Wales on May 6, 1830, arriving in New York on July 2, and in Carbondale on July 14, 1830.

These Welsh pioneers came to Carbondale to work in the newly-established coal mines of the Delaware and Hudson Canal Company. Among them were four regular Baptists, John and James Bowen and their wives. John was a deacon in the church from whence he came, while James was a minister of the Baptist faith.

Mrs. John Bowen, born Martha Phillips in September 1778, was a member of the Lanwenarth Baptist Church in Wales, where she and John Bowen were married in 1808. Mrs. Bowen died in Blakely on



VICTORIAN DOLL HOUSE — Welsh Heritage dinner planners Barbara Campbell, S. Robert Powell and Joseph Pascoe present here the Victorian doll house that will be chanced off at the St. David's Day dinner in Carbondale on March 1.

December 13, 1858, at the age of 82.

Prayer and preaching meetings among these Welsh settlers were soon begun in Carbondale at the house of Deacon Bowen, on the site of what was in 1858 the Patrick Moffitt, Jr. store on the west side of Main Street.

In the spring of 1833, these Welsh families formed the First Baptist Church of Carbondale, with 43 constituent members. Their public worship was conducted chiefly in the Welsh language. The church was located

on South Church Street.

In 1832 or 1833, the Welsh Calvinistic Methodist Church was organized.

The original leaders were Evan Price, John Evans, Daniel Moses and Daniel Scurry. Before the church building was erected, meetings were held at the houses of the members. Their first minister was Rev. John Davis, and their first regular preacher was Rev. John Griffiths. In 1880, Reese Williams was the superintendent of the Sunday school.



WELSH HERITAGE PROGRAM — Joseph Pascoe (left), Barbara James Campbell (center), and Dr. S. Robert Powell are planning the second annual Carbondale St. David's Day dinner, concert and historical program on March 1. (NEWS photo by Tom Flannery)

Historical Soc. plans St. David's Day event

The second annual Carbondale St. David's Day dinner, concert, and historical program, hosted by the Carbondale Historical Society, will take place on Tuesday, March 1, in the Durfee Parish Hall of the Trinity Episcopal Church, Carbondale.

"St. David is the patron saint of Wales," noted Historical Society treasurer, Joseph Pascoe. "St. David was a Celtic monk, abbot and bishop, who lived in the sixth century. He became the archbishop of Wales and was one of the many early saints who helped to spread Christianity among the pagan Celtic tribes of western Britain."

"The celebration will begin with a sit-down dinner in the Durfee Parish Hall," noted Barbara Campbell of the reservations committee, "where traditional Welsh dishes, including cream of leek and potato soup, roast pork and Welsh cookies, will be featured on the dinner menu."

Following the dinner, the concert by the St. David's Welsh Male Chorus will take place, under the direction of Fran Justin. Among the musical works on

the program are "Men of Harlech," "Arwelfa," "Penpark," "We'll Keep a Welcome," "Morte Criste," "All Through the Night," and "Guide Me O Thou Great Jehovah."

The master of ceremonies for the historical program will be the Historical Society's president, S. Robert Powell, who will speak on the early Welsh settlement of the upper Lackawanna Valley.

"The Welsh settlements here were very early," observed Dr. Powell. "In the summer of 1830, 20 Welsh families came to Carbondale to work in the newly established coal mines of the Delaware and Hudson Canal Company. Among them were John and James Bowen and their wives. In 1835, a Welsh Congregational Church was organized in Carbondale and a house of worship was erected on South Church Street."

"And the first *eisteddfod*, a choral and literary celebration that occupies a central role in Welsh life and tradition, that took place in America was in Carbondale on Christmas Day 1850," Powell added. "That is a

very important first for Carbondale."

"This St. David's Day celebration will be an event that will be of special interest to all persons who are interested in celebrating the rich heritage of Carbondale and the Lackawanna Valley, regardless of whether they are of Welsh descent or not," commented Eleanor Spellman, long-time member of the Historical Society.

To make reservations for this St. David's Day dinner, concert and historical program, contact Barbara James Campbell, 222-9229, or Joseph Pascoe at 282-4234.

Saint David's Day Dinner, Carbondale, March 1, 2006:



St. David's Day Dinner, Concert, and Historical Program

February 28, 2006

**Hosted by the
Carbondale Historical Society
and Museum**

**St. David's Day Committee
Barbara James Campbell, Joseph Pascoe,
S. Robert Powell, and Eleanor Spellman**



**To be born Welsh is to be born privileged.
Not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.**

**Fellowship Hall, First Presbyterian Church
North Church Street, Carbondale, PA**

HISTORICAL PROGRAM

Opening Remarks.....S. Robert Powell

Beyond the Welsh Stereotype.....Jerry Williams
First Vice President of the St. David's Society
of Lackawanna County

Remarks.....Dan Price
Introduction by Barbara Campbell

The Welsh Pioneer Settlers of Carbondale and
the Lackawanna Valley.....S. Robert Powell

Celebrating and Sharing Our Heritage.....Everyone

***God Bless America*.....Everyone**

First Eisteddfod in America Held in Carbondale, Christmas Day 1850

Dr. D. E. Jones, Mus. Bac., wrote Chapter XIX, Music in Lackawanna County, in Thomas Murphy's two-volume *Jubilee History [of] Lackawanna County, Pennsylvania* that was published in 1928, commemorative of the 50th anniversary of the creation of Lackawanna County.

Therein, in Volume One (pp. 338-39), Murphy states: ". . . it may be well to point to Carbondale as the birthplace of Eisteddfod, not only in this county but in the United States. . . The Carbondale eisteddfod referred to was held Christmas Day, 1850, and among the literarians and musicians who attended were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas J. Phillips (Cyw Ionawr), and Edward Jones. These were the pioneer eisteddfodwyr of America."



City of Carbondale, Pennsylvania

PROCLAMATION NUMBER 2006-02

WHEREAS, Welsh men and women came into this valley in Northeastern Pennsylvania from the farms, industrial areas, and mountains of Wales, beginning in the second decade of the nineteenth century to establish their homes and new lives; and

WHEREAS, the Welsh who came here helped construct the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, then worked in the company's anthracite mines in Carbondale and on the company's rail line in Honesdale; and

WHEREAS, these Welsh men and women, pioneers in the fullest sense of the word, were God-fearing folks and here, in what was then a virtual wilderness, established, within a decade of their arrival, no less than three houses of worship: the Welsh Calvinistic Methodist Church, the First Baptist Church, and the Welsh Congregational Church; and

WHEREAS, the Welsh belief that the family and the church play a key role in community life, together with the energy, industry, ambition, desire to succeed, and capacity for hard work, these Welsh pioneers played a key role in the transformation of the village of Carbondale into a thriving industrial town and ultimately the "Pioneer City" of Lackawanna County; and

WHEREAS, those worthy Welsh men and women bequeathed to their families and to us, the community, a rich heritage, which we commemorate and celebrate today.

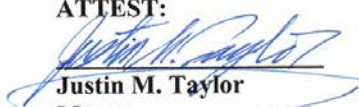
NOW, THEREFORE, I, Justin M. Taylor, Mayor of the City of Carbondale, Pennsylvania, do hereby acknowledge those assembled here and those who inaugurated this celebration of Carbondale's Welsh heritage. In addition, I do hereby proclaim **Tuesday, February 28, 2006** as

WELSH HERITAGE DAY

and ask that all citizens recognize and commemorate this day with appropriate ceremonies in honor of the importance of the Welsh people to our City's history.



ATTEST:


Justin M. Taylor
Mayor



WELSH HERITAGE DINNER — On Tuesday, Feb. 28, the third annual Carbondale St. David's Day dinner, concert, and historical program, hosted by the Carbondale Historical Society, will take place in Fellowship Hall of the First

Presbyterian Church, Carbondale. Planning for the celebration are left to right, Joseph Pascoe, Eleanor Spellman, Barbara James Campbell and S. Robert Powell. (NEWS photo by Tom Fontana)

Historical Society honors Welsh traditions

Annual St. David's Day Dinner set to recount area heritage with song

The third annual Carbondale St. David's Day dinner, concert and historical program, hosted by the Carbondale Historical Society, will take place in Fellowship Hall of the First Presbyterian Church on Tuesday, Feb. 28. The planning committee includes Joseph Pascoe, Eleanor Spellman, Barbara James Campbell and S. Robert

Powell.

The musical highlight of the evening will be a performance by the St. David's Welsh Male Chorus, under the direction of Mrs. Fran Justin. The featured speaker during the historical program will be Jerry Williams, the vice president of the St. David's Society of Lackawanna County.

The St. David's Day celebration celebrates the rich heritage of Carbondale and the Lackawanna Valley and the public is invited, whether or not they are of Welsh descent.

To make reservations for this dinner, concert and historical program, contact Barbara James Campbell (222-9229) or Joseph Pascoe (282-4234).

Carbondale News, February 8, 2006, p.1

Saint David's Day Dinner, Carbondale, March 1, 2007:



St. David's Day Dinner, Concert, and Historical Program

March 1, 2007

**Hosted by the
Carbondale Historical Society
and Museum**

**St. David's Day Committee
Barbara James Campbell, Joseph Pascoe,
S. Robert Powell, and Eleanor Spellman**



**To be born Welsh is to be born privileged.
Not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.**

**Fellowship Hall, First Presbyterian Church
North Church Street, Carbondale, PA**

PROLOGUE

Welcome.....Dr. S. Robert Powell, President of the
Carbondale Historical Society and Master of Ceremonies

Invocation.....Rev. James Schmidt, Pastor
North Valley Baptist Church

DINNER

Catered by Bob McDonnell, Carbondale

Cawl Cennin (Welsh Leek Broth)
Tossed Salad
Roast Loin of Pork with Prune and Apple Stuffing
Apple Sauce
Mashed Potatoes
Glazed Carrots
Rolls and Butter
Peach Shortcake

Table Decorations

Daffodils blossom at the time of St. David's Day and are inseparable from Welsh history and tradition. No St. David's Day celebration would be complete without daffodils. The leek has been the Welsh national badge for many centuries. In Wales, it is customary to wear a leek on St. David's Day.

According to a legend used by English poet Michael Drayton, 1563-1631, the leek was associated with St. David because he ordered his soldiers to wear it on their helmets in a battle against the Saxon invaders of Britain that took place in a field full of leeks.

Welsh archers (perhaps in the Battle of Crecy and others) adopted the green and white colors of the leek as early as the 14th century to distinguish their uniforms from those of their enemies.

St. David's Day Proclamation

The Honorable Justin M. Taylor
Mayor of the City of Carbondale

CONCERT

Opening Remarks and Reading of the Poem, *The Choir*, by
Barbara James Campbell

National Anthems: *The Star-Spangled Banner*; and *Hen Wlad Fy
Nhadau (The Land of My Fathers)* (words and music given
here on pages 6-7)

St. David's Welsh Male Chorus

Mrs. Fran Justin, Director; Mr. Gene Hopkins, Piano

The Ash Grove (arr. Wick)

Hush My Little Darling (Welsh Lullaby)

Land of Wales - Land of Song (Sammes)

*We'll Keep a Welcome**

Gwahaddiad (arr. Davies) Soloist: Dan Morgan

Calon Lan (Heart So Pure) (arr. Walters)

* Everyone is invited to join the Chorus in a repeat of the
refrain. The words are printed below.

We'll keep a welcome in the hillsides,
We'll keep a welcome in the vales,
This land you knew will still be singing,
When you come home again to Wales,
This land of song will keep a welcome,
And with a love that never fails,
Will kiss away each hour of Hiraerth
When you come home again to Wales,
Will kiss away each hour of Hiraerth,
When you come home again to Wales.

"Blessed is a world that sings. Gentle are its songs."

T. Gwynn Jones



City of Carbondale, Pennsylvania

PROCLAMATION NUMBER 2007-01

WHEREAS, Welsh men and women came into this valley in Northeastern Pennsylvania from the farms, industrial areas, and mountains of Wales, beginning in the second decade of the nineteenth century to establish their homes and new lives; and

WHEREAS, the Welsh who came here helped construct the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, then worked in the company's anthracite mines in Carbondale and on the company's rail line in Honesdale; and

WHEREAS, these Welsh men and women, pioneers in the fullest sense of the word, were God-fearing folks and here, in what was then a virtual wilderness, established, within a decade of their arrival, no less than three houses of worship: the Welsh Calvinistic Methodist Church, the First Baptist Church, and the Welsh Congregational Church; and

WHEREAS, the Welsh belief that the family and the church play a key role in community life, together with the energy, industry, ambition, desire to succeed, and capacity for hard work, these Welsh pioneers played a key role in the transformation of the village of Carbondale into a thriving industrial town and ultimately the "Pioneer City" of Lackawanna County; and

WHEREAS, those worthy Welsh men and women bequeathed to their families and to us, the community, a rich heritage, which we commemorate and celebrate today.

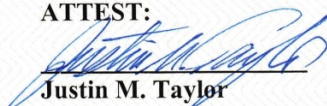
NOW, THEREFORE, I, Justin M. Taylor, Mayor of the City of Carbondale, Pennsylvania, do hereby acknowledge those assembled here and those who inaugurated this celebration of Carbondale's Welsh heritage. In addition, I do hereby proclaim *Thursday, March 1, 2007* as

WELSH HERITAGE DAY

and ask that all citizens recognize and commemorate this day with appropriate ceremonies in honor of the importance of the Welsh people to our City's history.



ATTEST:


Justin M. Taylor
Mayor

Saint David's Day Dinner, Carbondale, March 1, 2008:

Welsh Heritage Evening: Saturday, March 1 (Saint David's Day), 2008. This is the fifth annual Saint David's Day celebration in Carbondale to be hosted by the Carbondale Historical Society. The three-part celebration will consist of (1) a sit-down dinner (leek and potato soup, tossed salad, roast loin of pork with prune and apple stuffing, apple sauce, mashed potatoes, glazed carrots, rolls and butter, peach shortcake), catered by Bob McDonnell; (2) a concert by the Saint David's Welsh Male Chorus of Scranton, under the direction of Mrs. Fran Justin; and (3) an historical program. This heritage evening will take place in Fellowship Hall of the First Presbyterian Church, North Church Street, Carbondale. This Welsh Heritage Evening, to which all Society members and all other interested persons are cordially invited, will take place two weeks from today. The deadline for reservations, \$20 per person, is Thursday, February 28. If you're planning to attend, fill out and mail in the enclosed reservation form or telephone Joseph Pascoe (282-4234).

Saint David's Day Dinner, Carbondale, March 1, 2009:

St. David's Day Dinner, Concert, and Historical Program

March 1, 2009

**Hosted by the
Carbondale Historical Society
and Museum**

**St. David's Day Committee
Barbara James Campbell, Joseph Pascoe,
S. Robert Powell, and Eleanor Spellman**



**To be born Welsh is to be born privileged.
Not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.**

**Avanti Room, Ben-Mar Restaurant
North Main Street, Carbondale, PA 18407**

Program for the Evening

Welcome

Dr. S. Robert Powell, Executive Director,
Carbondale Historical Society and Museum

Invocation

Rev. Dale Pepper, Pastor, Berean Baptist
Church, Carbondale

Dinner

Salad, Cream of Leek Soup, Roast Loin of Pork
with Apple Stuffing, Mashed Potatoes, Glazed
Carrots, Parfait Dessert, Welsh Cookies

Concert

St. David's Welsh Male Chorus
Mrs. Fran Justin, Director

Historical Program

Remarks: Jerry Williams, President of the
St. David's Society of Lackawanna County,
2007-2009

Remarks: Ted Frutchey, Member of the Board of
Directors of the St. David's Society of
Lackawanna County

Closing Remarks: Dr. S. Robert Powell

Saint David's Day Dinner, Carbondale, March 1, 2010:

ST. David's Annual Dinner

March 1, 2010 – 6:30 P.M.



**Trinity Episcopal Church
58 River Street
Carbondale, PA 18407**

Co-hosted by:

**City of Carbondale
Carbondale Historical Society
St. David's Society of Lackawanna County**

PROGRAM

Introduction	<i>Brian Kaeb</i>
The Welsh National Anthem	<i>Susan Drake</i>
Pledge of Allegiance	<i>Brian Kaeb</i>
American National Anthem	<i>Susan Drake</i>
Welcome	<i>Dr. S. Robert Powell</i>
Invocation	<i>Rev. Don Schaible</i> <i>Trinity Episcopal Church</i>

Dinner

Speaker	Richard M. Loomis, PhD <i>Singing in Welsh</i> O bydded i'r heniaith barhau!
Awards	<i>Brian Kaeb, St. David's Society</i> <i>Dr. S. Robert Powell Carbondale Historical Society</i>
Musical Program	<i>St. David's Male Chorus</i>
Benediction	<i>Rev. Margo Tomlinson</i> <i>First Presbyterian Church</i>

RICHARD M. LOOMIS, PhD

Richard M. Loomis, a native of Denver, received his doctorate from Cornell University in 1959, specializing in Medieval and Renaissance literature. He taught English at King's College in Wilkes-Barre from 1956 to 1970, and at Nazareth College in Rochester, NY, from 1970 to 1992, and then retired to Wilkes-Barre. He and his wife Mary have two sons, Leonard and Mario. He made his first trip to Wales in 1972. He has published translations of Dafydd ap Gwilym, Gerald of Wales, and Guto'r Glyn, as well as early Arthurian narratives. He is active in NEPA Welsh heritage activities and is a member of the Wyoming Valley Saint David's Society.

ST. DAVID'S MALE CHORUS

St. David's Male Chorus was organized in 1949 by Mr. William Hughes of Scranton and patterned after traditional male choruses in Wales. Today, the chorus is composed of gentlemen of many nationalities, and the only requirement is a love of singing.

The Chorus is very active, singing for churches, civic and social organizations, and nursing and retirement homes. They present a varied program of Broadway, Patriotic and folk songs, holiday music as appropriate and Welsh melodies.

There are presently 14 members singing, accompanied by Mr. Gene Hopkins, and Directed by Mrs. Frances Justin.



City of Carbondale, Pennsylvania

PROCLAMATION NUMBER 2010-5

WHEREAS, Welsh men and women came into this valley in Northeastern Pennsylvania from the farms, industrial areas, and mountains of Wales, beginning in the second decade of the nineteenth century to establish their homes and new lives; and

WHEREAS, the Welsh who came here helped construct the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, then worked in the company's anthracite mines in Carbondale and on the company's rail line in Honesdale; and

WHEREAS, these Welsh men and women, pioneers in the fullest sense of the word, were God-fearing folks and here, in what was then a virtual wilderness, established, within a decade of their arrival, no less than three houses of worship: the Welsh Calvinistic Methodist Church, the First Baptist Church, and the Welsh Congregational Church; and

WHEREAS, the Welsh belief that the family and the church play a key role in community life, together with the energy, industry, ambition, desire to succeed, and capacity for hard work, these Welsh pioneers played a key role in the transformation of the village of Carbondale into a thriving industrial town and ultimately the "Pioneer City" of Lackawanna County; and

WHEREAS, those worthy Welsh men and women bequeathed to their families and to us, the community, a rich heritage, which we commemorate and celebrate today.

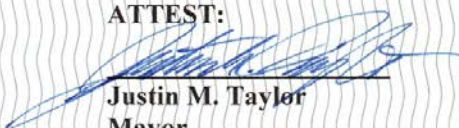
NOW, THEREFORE, I, Justin M. Taylor, Mayor of the City of Carbondale, Pennsylvania, do hereby acknowledge those assembled here and those who inaugurated this celebration of Carbondale's Welsh heritage. In addition, I do hereby proclaim Monday, March 1, 2010 as

WELSH HERITAGE DAY

and ask that all citizens recognize and commemorate this day with appropriate ceremonies in honor of the importance of the Welsh people to our City's history.



ATTEST:


Justin M. Taylor
Mayor

April 23, 2010

Around Town

Welsh Heritage Remembered *Gathering Celebrates Saint David's Day*

In 2004, the Carbondale Historical Society made a commitment to celebrate the Welsh heritage of Carbondale and the Lackawanna Valley with an annual Welsh heritage evening on Saint David's Day. Highly successful Saint David's Day dinners have been held annually in Carbondale since then, and this year was no exception. This year was also the centennial anniversary of the Lackawanna County Saint David's Society. The event was held at the Trinity Episcopal Church, River Street, in Carbondale.

The 120 guests at the formal dinner heard the Welsh national anthem sung in English and Welsh and enjoyed a dinner of roast pork. Homemade Welsh cookies were also at each place setting. The guest speaker for the evening was Dr. Richard M. Loomis,

who spoke about singing in Welsh.

Dr. S. Robert Powell, president of the Carbondale Historical Society, was presented with a commemorative wall plaque award from the Lackawanna County Saint David's Society in recognition and appreciation of his continuing work to preserve and promote the Welsh heritage of the Lackawanna Valley of Pennsylvania.

"How thrilled they would be, those Welsh ancestors of ours, to know that more than 180 years after the arrival here in Carbondale in the late 1820s of those pioneer Welsh settlers in the Lackawanna Valley, that we are met here tonight to celebrate and commemorate our Welsh heritage," Powell said.

The Scranton Saint David's Welsh Male Chorus then presented a concert of traditional Welsh music.



From left: the guest speaker for the evening, Dr. Richard M. Loomis; David Thomas, president of the Wyoming Valley Saint David's Society; and Dr. S. Robert Powell, president of the Carbondale Historical Society and Museum.



The Scranton Saint David's Welsh Male Chorus presented a concert of Welsh music.

Saint David's Day Dinner, Carbondale, March 1, 2011:

Eighth Annual Carbondale Welsh Heritage Evening, March 1, 2011, Ben-Mar Restaurant, Carbondale.

Barbara Campbell (who presented a reminiscence of her Welsh grandmother) and friends made Welsh cookies for the occasion. Joseph Pascoe and S. Robert Powell provided the tea pots for the celebration. The flowers (live daffodils) for the tables were provided by Barbara Campbell (from her niece). Fresh leeks were displayed with the daffodils at each table. Representing the Lackawanna County Saint David's Society were Jerry and Patty Williams, and Ted Frutchey.



S. Robert Powell presents a talk on the pioneer Welsh settlers of Carbondale and about two important Welsh “firsts” for Carbondale (first eisteddfodd in America, first lodge of the Ancient Order of Ivorites in America). Photo by Hank Loftus, White Mills, PA.



Mrs. Fran Justin leads the Saint David's Welsh Male Chorus in a program of song. American National Anthem and Welsh National Anthem (in English and then in Welsh); several Welsh hymns and songs; several selections from the Broadway show, *Oklahoma*. Photo by Hank Loftus, White Mills, PA.

Saint David's Day Dinner, Carbondale, March 1, 2012:



Saint David's Welsh Male Chorus, Mrs. Fran Justin, Director, perform at the 2010 Carbondale Saint David's Day Dinner at the Trinity Episcopal Church, Carbondale

9th Annual Carbondale
Welsh Heritage Evening
Dinner, Historical Program, Concert
Thursday, March 1, 2012, 6:00 P. M.

Hosted by the Carbondale Historical Society
Ben-Mar Restaurant, North Main Street, Carbondale

Dinner: Welsh Leek Broth, Tossed Salad, Stuffed Roast Loin of Pork, Apple Sauce, Mashed Potatoes, Glazed Carrots, Rolls, Ice Cream Parfait

Guest Speaker: Allison Hess, a junior at Western Wayne High School. Last year, Allison spent her first semester as a sophomore in Wales. She attended Ysgol Tre Gib, Llandeilo, Wales, as a year 10 student and lived with a host family for twelve weeks.

Historical Notes: Five Welsh items, from *The Carbondale Gazette*, 1844, provided by Donald W. Powell

Concert: Saint David's Welsh Male Chorus, Mrs. Fran Justin, Director

Here are the Historical Notes that were provided by Donald W. Powell and which were shared with the dinner guests on March 1, 2012:

Five WELSH items, from THE CARBONDALE GAZETTE, 1844

- 1 St. David's Day celebrated in New York City;
- 2 a Welsh language newspaper founded in Carbondale,
- 3 and publishes at least three issues;
- 4 a marriage notice of a Welsh couple with a celebratory poem in Welsh,
- 5 and a Bible society meeting at the Welsh Baptist Church at which
"The services will be in English."

THE CARBONDALE GAZETTE, 1844

BY JOSLIN & WOODWARD, Editors & Proprietors

- 1 87.... VOL. II.- NO. 35. Carbondale, Friday, March 15, 1844.
p. 2, col. 5, top St. David's Day

THE GLEANER.

ANNIVERSARY OF ST. DAVID'S DAY. The members of the Welsh Society of New York celebrated the anniversary of the Patron St. of Wales, on Friday evening the 1st inst.. The saloon, which they occupied is one of the best and largest in the city, presented a most gay and glittering appearance. The lovely daughters of Cambria and Cambrian descent, with their sparkling eyes, were by no means the least attractive portion of the gay and festive scene. Among the invited were the Hon. Robt. Morris, Mayor of the city; the Hon. F. A. Talmadge, Recorder of the city; the Rev. Wm. R. Williams D. D.; and several citizens of distinction. H. E. Davies Esq, addressed the audience on the occasion truly eloquent.

- 2 92.... Vol. II. - NO. 40. Friday, April 19, 1844
p. 2, col. 3 The Watchman. (Y GWYLIEDYDD)

THE WATCHMAN. (Y. GWYLIEDYDD,) is the title of a new monthly, edited and published by Elder D. E. Bowen of this place, the first number of which has appeared. It is printed in the Welsh language, and is devoted to the dissemination of religious and general intelligence. It is as incomprehensible as is Greek to us, but from our knowledge of the ability and worth of the editor, we can assure the Welsh public, THAT their interest could not be placed in more competent hands. The second number will appear in a few days.

- 3 98....VOL. II. - NO. 46. Friday, May 31, 1844.
p., 2, col. 2 Apology, third number of Gwyliedydd
- APOLOGY. – Well, reader, the past week has been with us one of lights and shades, up and downs; but decidedly more of downs, as half our workmen were on Monday (27th ult.) reported on the sick-list, and there they remained throughout the better part of the week. From this, and on INDEFINITE (that's the word – “without end,”) press of jobwork, beside giving life to the third number of the monthly “GWYLIEDYDD,” we were compelled to lay over with the Gazette until Tuesday morning of this week. Well, here the rheumatism, seating itself on the right shoulder of our senior, would strike up a hornpipe in OUR ears, as well as his own, whenever he commenced TYPE-STICKING, so that we despaired of issuing – by ourself and DEVIL – our regular number of this week beside THIS. Therefore we held over the Gazette until to-day, hoping our readers would consider, that “circumstances alter cases.”

BY P. S. JOSLIN

- 4 121....VOL. III. - NO. 17. Nov. 15, 1844
p. 2, col. 5 bot Welsh poem, for a Rev. D. E. Bowen marriage

MARRIED;

In this village, on the 9th inst., by Rev. D. E. Bowen, Mr. WILLIAM JAMES to Miss MARTHA JONES, both of this place.

I Gwyilym ab lago a' feinir fwyn gu,
Dymunwyffyd addas heb luddius meun bri;
Boed iddynt bob lywddiant a inwynant y groes :
Llwydd, llwydd o mawr lwybb;
I'r ddau a gyssylltwyd dymunwyf bob llwydd.

WRGANT

- 5 123....VOL. III. - NO. 19. Friday, November 29, 1844
p. 2, col. 4 a meeting in the Welsh Baptist Church

NOTICE – The Lackawanna & Lackawaxen Bible Society will hold a meeting in the Welsh Baptist Church in Carbondale, on Tuesday, December 10th, 1844, at half past 10 o'clock A. M. Elder D. F. Leach is expected to preach the opening sermon. The public is respectfully invited to attend. The services are to be in English.

Saint David's Day Dinner, Carbondale, March 1, 2013:

--no dinner held in Carbondale

Saint David's Day Dinner, Carbondale, March 1, 2014:

--dinner held in conjunction with Lackawanna County Saint David's dinner

**The Eleventh Annual
Carbondale Saint David's Day Dinner**

Saturday, March 1, 2014

The dinner this year will take place in conjunction with the 104th Annual Banquet of the Saint David's Society of Lackawanna County



Saturday Evening, March 1, 2014, Genetti Manor, Dickson City, PA

Cash Bar & Gathering: 5:00 P.M.; Dinner: 6:00 P. M.

\$25 per person.

All are invited to attend. You need not be of Welsh descent.

Reservations: Phone Joe Pascoe at 570-282-4234

Mail your check to Joe Pascoe at 36 Hospital Street, Carbondale, PA 18407

Deadline for reservations: February 20th

Dinner will be served "Family Style" with Leek Soup, Salad, Roast Beef, Roast Turkey w/Stuffing, Baked Haddock, and more. . .

Musical Entertainment: "Gospelaire" from Clarks Green United Methodist Church and the St. David's Male Chorus, Mrs. Fran Justin, Director

Special Feature of this year's after-dinner program: Dr. S. Robert Powell of Carbondale will be presented the 2014 President's Award, for his continuing efforts to record and preserve the Welsh heritage of northeastern Pennsylvania.

**ST. DAVID'S SOCIETY
OF
LACKAWANNA COUNTY**



Celebration

**Saturday, March 1, 2014
Genetti Manor
Dickson City, Pennsylvania**

Cymru Am Byth

PROGRAM

Introduction – James T. Arscott, D.O., President

Pledge of Allegiance

Welsh National Anthem – Hen Wlad Fy Nhadau – Susan Drake

Accompanist – John Decker

National Anthem of the United States – Star Spangled Banner

Accompanist – John Decker

Invocation – Rev. Arthur W. Davis, Asbury United Methodist Church

Dinner

Welcome

James T. Arscott, D.O., President

Recognition

S. Robert Powell, Ph.D.

Toastmaster

Rev. Arthur W. Davis, Asbury United Methodist Church

Musical Program

St. David's Male Chorus and The Clarks Green Gospelaire

“Gymanfa Ganu” Hymn Sing

Dismissal

Benediction – Rev. Arthur W. Davis, Asbury United Methodist Church

Nos Da

**SAINT DAVID'S SOCIETY OF LACKAWANNA COUNTY
PRESIDENT'S AWARD RECIPIENT**



S. Robert Powell, Ph.D.

Through his father, S. Robert Powell descends from the Welsh bard Athenydd (James W. Reese) and Frances Davies, of 141 South Fillmore Avenue, Hyde Park, Scranton, both of whom were charter members of the Tabernacle Congregational Church there. In 2004, Robert and two of his colleagues in the Carbondale Historical Society, Joseph Pascoe and Barbara Campbell, decided to organize and host an annual Saint David's Day dinner in Carbondale. Every year since then, these highly successful Welsh Heritage Evenings, which always take place on Saint David's Day, have been held. Over the years, in addition, the Carbondale Historical Society has hosted visits by several choirs from Wales to the City of Carbondale where, in the early 1830s, ninety Welsh families settled, at the request of the Delaware and Hudson Canal Company, giving the City of Carbondale very clear and profound Welsh roots.

In 1974, Robert was awarded a Ph.D. from Indiana University, Bloomington, Indiana. By profession, Robert is a teacher, now retired, having taught Romance Languages and Literature and the Humanities at Penn State University, the State University of New York, Brooklyn College, and Susquehanna University. He is the author of numerous books and more than 200 articles on local history, animal husbandry, comparative aesthetics, gastronomy, landscape gardening, language, and literature. He is currently writing a series of books on the Delaware and Hudson Canal Company's Gravity Railroad, which became operational between Carbondale and Honesdale on October 9, 1829. For over 35 years he has served as the president of the Carbondale Historical Society and Museum.

The Society wishes to express its gratitude to Dr. Powell and the Carbondale Historical Society for their dedication to continue to foster the rich Welsh culture, heritage, language and traditions within the multicultural fabric of Lackawanna County Northeastern Pennsylvania.

CARBONDALE

PRESIDENT'S AWARD



Dr. S. Robert Powell was recently named the recipient of the St. David's Society of Lackawanna County President's Award. SUBMITTED PHOTO

Dr. Powell receives prestigious honor

By Barbara Grace
Correspondent

Local historian and author Dr. S. Robert Powell was presented with the President's Award at the St. David's Day dinner that was co-hosted by the St. David's Society of Lackawanna County and the Carbondale St. David's Day committee at Genetti Manor on March 1.

This prestigious award was presented to Dr. Powell by Dr. James

T. Arscott, president of the society, in recognition of his continuing efforts to preserve and celebrate the Welsh heritage of Carbondale and of the Lackawanna and Wyoming Valleys.

Dr. Powell is of Welsh ancestry, and is a direct descendent of the Welsh bard (poet) Athenydd, who resided in Scranton at the turn of the last century.

A life-long resident of the Carbondale area, in 2004 Dr. Powell collaborated with Joseph Pascoe

and Barbara Campbell to organize and host what became an annual event, a St. David's Day dinner in Carbondale.

He has been the president of the Carbondale Historical Society and Museum for over 35 years, and is a member of the Maplewood Cemetery Association, the St. David's Society of Lackawanna County, and the Route 6 Heritage Group.

He has also been a director of

SEE POWELL, A3

Saint David's Day Dinner, Carbondale, March 1, 2015:

--no dinner held

Saint David's Day Dinner, Carbondale, March 1, 2016:

--no dinner held

Saint David's Day Dinner, Carbondale, March 1, 2017:

--no dinner held

K. Choirs from Wales to Carbondale, Lackawanna County, PA, 1989-2017:

Visit to America in 1989 by the Ystradgynlais Male Voice Choir:

Ystradgynlais choir to sing in Scranton

The St. David's Society of Lackawanna County in Scranton, Pennsylvania is putting the welcome mat out for the Ystradgynlais Male Choir of Swansea, Wales, due in town the weekend of July 21-23.

The 76 choristers, and their spouses, under the direction of Mr. D. Leighton Jenkins, will arrive in Scranton Friday, July 21 along with the choir's musical staff. On Saturday evening, the choir will present a two-hour concert in the beautiful sanctuary of the Elm Park Methodist Church on Jefferson Avenue in Scranton, starting at 7 p.m.

The visit to Scranton will be the only concert to be performed by the choir in the United States. The remainder of the tour calls for six concerts to be held in Canada.

The visit was arranged for by Dr. Wally Landers, an officer and member of the Canadian Orpheus Male choir of Caledonia, Ontario. He contacted Thomas W. Gable of

Taylor, Pennsylvania, who in 1988 was president of the St. David's Society of Lackawanna County.

There was special interest in the Scranton visit because Mrs. Hannah Protheroe Griffiths, publicity officer for the choir, is the great-niece of Dr. Daniel Protheroe, who emigrated to Scranton in 1885 and is buried in a Scranton cemetery. Many of the works of Dr. Protheroe, a famous Welsh composer, are housed in the National Archives in Washington, D.C.

One of the highlights of the weekend will be a visit to the grave of Dr. Protheroe by the entire choir, where they will sing a few Welsh selections.

Concert tickets and information may be obtained by contacting Thomas W. Gable, 103 Grove Street, Taylor, PA 18517, phone 717/562-3230, or Edgar Collins, 1702 Penn Avenue, Scranton, PA 18509, phone 717/342-6816.

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THE SAINT DAVID'S SOCIETY OF LACKAWANNA COUNTY

PRESENTS

YSTRADGYNLAIS MALE VOICE CHOIR

FROM

SWANSEA WALES

ELM PARK UNITED METHODIST CHURCH
SCRANTON, PENNSYLVANIA

7:30 P.M.

SATURDAY EVENING, JULY 22, 1989

*
* "CYMRU AM BYTH" *
*



1989 OFFICERS OF ST. DAVID'S SOCIETY

President	Phillip Steer
1st Vice-President	Peter Roberts
2nd Vice-President	Dale Hill
Secretary	Edgar Collins
Treasurer	Lowell J. Stevens

COMMITTEE MEMBERS FOR THE CHOIR'S VISIT

Tom Gable	Chairman , Past President
Kitty Jenkins	Vice-Chairperson
Edgar Collins	
Leola Collins	
Lloyd Evans	
Helen Green	
Lowell J. Stevens	
Ceinwen Hughes	
Anne D. Lewis	
James S. Evans	
Cyril Pierce	
Warren Watkins	
Phyllis Watkins	
Betty Davis	

THE SAINT DAVID'S SOCIETY OF LACKAWANNA COUNTY
WISHES TO THANK THE FOLLOWING PEOPLE WHO CONTRIBUTED
IN MAKING THIS MEMORABLE VISIT FROM WALES A HUGE
SUCCESS.

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A SPECIAL THANK YOU TO THE ELM PARK UNITED
METHODIST CHURCH

The University of Scranton

Mr. & Mrs. James F. Bell III

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Mrs. Arlene Jones Alfano

Mrs. June W. Kacaba

Cymdeithas Sunday School Class of the United

Baptist Church of Scranton

Globe Store of Scranton

FLAG BEARERS:

Betty Davis

Leola Collins

WELSH CHILDREN:

Jaime Elizabeth Williams

Meredith Bryn Godino

"It takes just one
voice singing in the
darkness &
everyone will sing!"

Pontarddulais Male Choir celebrates area's Welsh heritage Saturday at Lackawanna College's Mellow Theater

BY KRISTIN WINTERMANTEL
DURKIN

STAFF WRITER

The most successful men's choir in Wales will appear in Scranton this weekend, bringing the country's grand singing tradition to the Electric City.

It's the Pontarddulais Male Choir, a group of more than 80 men who perform everything from Broadway tunes to hymns to traditional Welsh folk songs. They will appear Saturday at 7:30 p.m. at Lackawanna College's Mellow Theater.

The concert is presented by the St. David's Societies of Northeastern Pennsylvania and Scranton Cultural Center at The Masonic Temple, said Jerry Williams, president of the St.

IF YOU GO

WHAT: The Pontarddulais Male Choir from Wales

WHEN: Saturday at 7:30 p.m.

WHERE: Lackawanna College's Mellow Theater

DETAILS: Tickets are \$30 and \$35 and can be obtained by calling the Scranton Cultural Center box office 344-1111.

David's Society of Lackawanna County.

"They actually got in touch with us, because Northeastern Pennsylvania was the center of Welsh culture in America about a hundred years ago," he said.

Welsh immigrants were among the first people to set-

tle in the region, in the mid-19th century, and they brought their choral heritage with them. As early as 1850, Welsh immigrants in Carbondale hosted a literary and musical competition called an "eisteddfod." In 1893, two local choirs participated in the Chicago World's Fair choral competition, the Scranton Choral Union and the Cymmrodorian Choral Society. The Choral Union won first place, beating the Mormon Tabernacle Choir while the Cymmrodorians took third place. In 1928, the Scranton Anthracite Chorus won first place at the Royal National Eisteddfod in Wales, which dates back to the 11th century, Mr. Williams said.

People in Wales are aware of Northeastern Pennsylvania's rich Welsh heritage.

The Pontarddulais Choir will be the latest in a series of Welsh choirs and vocalists who have appeared here over the years.

Some of those concerts have taken place in local churches, but this time, the St. David's Societies wanted to draw an audience beyond the local Welsh community, and arranged for the Pontarddulais choir to perform at the Mellow Theater. "The idea was to share with the community Northeastern Pennsylvania's Welsh heritage," Mr. Williams said. "They represent a part of our cultural history that nobody knows about."

This will be the Pontarddulais choir's first visit to Scranton. It's part of a two-week United States tour that the local St. David's

Societies arranged.

The choir has won a record 14 national championships in Wales and has toured throughout Europe, Canada and the United States. It was created in 1960 from a youth choir whose members had become too old for youth competitions. Within three years of its formation, the new men's choir won its first national championship.

Pontarddulais members come from a wide cross-section of Welsh society, including government, industry, education, and police departments.

The region's public radio station, WVIA (89.9 FM) will record the concert and broadcast it around St. David's Day on March 1.

Contact the writer:

kdurkin@timeshamrock.com

ST. DAVID'S SOCIETIES

PRESENT



*Cŵr Meibion
Pontarddulais
Male Choir*



In Concert
"As Long As I Have Music"

October 2007 USA Tour

Scranton Concert

Saturday, Oct. 13
Mellow Theater at
Lackawanna College
501 Vine St.

Bethlehem Concert

Tuesday, Oct. 16
First Presbyterian Church
2344 Center St.

Corau Ystradgynlais a'r ardaloedd cyfagos, May 30, 2010:

CONCERT/GYMNFA GANU

Featuring

CORAU YSTRADGYNLAIS A'R ARDALOEDD CYFAGOS

**"THE WELSH CHOIR OF YSTRADGYNLAIS
AND NEIGHBORING AREAS"**



Sunday, May 30, 2010 @ 3:00pm

FIRST PRESBYTERIAN CHURCH

76 Salem St.
Carbondale, PA

Monday, May 31, 2010 @ 3:00pm

ST. STEPHEN'S EPISCOPAL CHURCH

35 S. Franklin St.
Wilkes BARRE, PA

Mr. Conway Morgan
Musical Director



A native of Ystradgynlais, Conway is married with a young family. He has been associated with the Choir since his appointment as the Choir's Organist in 1984. He became the Choir's accompanist and deputy Musical director in 1990. He was appointed the Musical director in 2000. He has impressed his own style of leadership on the choir and has ensured that the Choir is still one of the Concert Elite in Britain.

He is an Honours graduate in music from Cardiff University and is currently head of performing arts at Ysgol Tre-Giob in Llandeilo and the organist at St Cynog's Church Ystradgynlais. He is well known abroad, as he has led both his pupils from Tre-Gib and the Choir on overseas tours on many occasions: he has crossed "The Pond" no less than 7 times to Canada and the USA where he receives great acclaim.

He is also an examiner in music with the Welsh joint Education Committee. His passion outside music is the breeding of Registered Welsh Cobs.

Take a look at Conway's web site: <http://www.cwmtawe.com>.

Mr. David Lyn Rees
Accompanist



David has been the choir's accompanist since April 2007. Over the past two years, he has traveled with the choir to Wrexham, Cornwall and Guernsey.

David is taking time out from his graduate medicine course at Swansea University to be with the choir on this tour.

David has strong links with the choir having been taught by both Gloria Lloyd, a former accompanist, and Conway Morgan, the Musical Director. He is a former pupil of Ysgol Tregib, where he was the accompanist for the school choir on their tour of Canada and the United States in 2006. He then went on to Girton College, Cambridge studying Natural Sciences.

Helen Gibbon

Soprano



Helen is a native of Carmarthen, South Wales and after graduating in Latin at the University of Wales Aberystwyth she went on to pursue a teaching career, first at Ysgol Gyfun Ystalyfera in the Swansea Valley, then at Tregib Llandeilo and at present Ysgol Bro Myrddin, Carmarthen.

She has on four occasions won the soprano solo of The National Eisteddfod of Wales and has also been successful as the conductor of children's choirs at the Urdd National Eisteddfod. She is a past member of the BBC Welsh Chorus and the Swansea Bach Choir and was guest soloist of Ystradgynlais Male Choir on their tour of North America and Canada in 1989 and 2000.

Helen also conducts a mixed voice choir called Cor Ty Tawe in Swansea.

John Davies

Tenor



John Davies is a native of Llandeilo and resides in Llandybie. John is a well known competitor in Eisteddfodau throughout Wales and has won prizes at the Pantyfedwen Eisteddfodau at Lampeter, Pontrhydfendigaid and Cardigan. He is a past winner of the Open Tenor Solo at the National Eisteddfod of Wales and at the Llangollen Inter-National Eisteddfod.

In the summer of 2002 he was a guest soloist with the BBC National Orchestra of Wales under the direction of Grant Llewelyn. His television appearances include broadcast such as the popular "Noson Lawen", "Dechrau Canu, Dechrau Canmol" and the magazine/news program "Heno". He is also one of the "Three Tenors" (Robyn Lyn Evans, Crwys Evans and John).

CHOIRS FROM YSTRADGYNLAIS & NEIGHBORING AREAS

Y = STRADGYNLAIS CHOIR

G = THE GYRLAIS CHOIR

LL = LLANDOVERY CHOIR

M = MORRISTON RFC CHOIR

O = ONLLWYN MINERS' WELFARE CHOIR

P = PONTARDULAI CHOIR

1ST TENORS	2ND TENORS	BARITONES	BASS
G.Davies P	J. Bush Y	R. Bevan G	A. Evans M
N.Davies G	P. Davies Y	M. Evans O	A. George M
J. Griffiths G	A. Ingram G	H. Griffiths Y	L. Jenkins Y
R. Griffiths Y	H. Jones M	M. John P	B. Lewis Y
D. Hewlett Y	A. Lewis Y	A. Jones Y	R. Morgan G
R. Higgins Y	J. Lloyd Y	A. Morgan G	S. Morris Y
N. James M	J. Moore Y	K. Phillips Y	J. Rees M
A. Jones Y	D. Owen Y	K. Richmond G	L. Thomas Y
K. Lewis G	G. Owen M	K. Sivyier Y	G. Watkins G
A. Morgan LL	P. Turner G	P. Soroka Y	G. Watkins Y
L. Morgan M		E. Stovell Y	B. Williams G
L. Thomas G		C. Stroud Y	
D. Williams O		J. Watkins Y	

Cor Dathlu Cwmtawe Male Choir, October 29, 2015:

**CARBONDALE HISTORICAL
SOCIETY**

&

ST. DAVID'S SOCIETY

PRESENT

Côr Dathlu Cwmtawe Male Choir



IN CONCERT

October, 2015 USA Tour

Scranton

Tuesday, Oct. 27th

Elm Park Methodist Church

712 Linden St.

Carbondale

Thursday, Oct. 29th

Best Western Pioneer Plaza

25 South Main St.

USA 2015 TOUR CHOIR

TENOR 1

Roger Castle
Gareth Davies
Brian Davies
Wyn Elias Davies
Noel Davies
Gerald Evans
David Hewlett
Gerwyn Leyshon
Lindsay Morgan
Jeff Ripton

BARITONE

Royden Bevan
Mike Evans
Robert George
Mike John
Alun Jones
Terry Jones
Brian Llewellyn
Arwyn Morgan
John Allan Morgan
Keith Phillips
Kenneth Richmond
Colin Stroud
William Thomas
Patrick Ward
Huw Williams
Rhys Williams

ARTISTS

Helen Gibbon
Ffion Haf Jones

TENOR 2

Paul Baker
Finley David Bizzel-
Browning
David Alwyn Hughes
Andrew Ingram
Luke Anthony James
Howard Jones
Gordon Llewellyn
David Jeffrey Lloyd
John Brandon Lundie
Sion Morgan Matthey
David Allan Owen

BASS

Alan Brown
Alistair Davies
Alan George
Clive Johns
Ben Tudor Lewis
Richard Morgan
Selwyn Morris
Owen Pugh
Douglas Roberts

MUSIC STAFF

Conway Morgan
Musical Director

David Lyn Rees
Accompanist

Saint David's Society of Lackawanna County



The Saint David's Society of Lackawanna County is privileged to co-host the Côr Dathlu Cwmtawe Male Choir. These ambassadors of Welsh culture bring with them a tradition of musical excellence that is the pride of both their homeland and that of the American Welsh community.

Your pilgrimage to these valleys reminds us of the shared culture and history that began here more than 185 years ago, and continues to this day. There will always be a welcome in these valleys for you, and Wales.

Croeso,

Michael Hill, President
Saint David's Society of Lackawanna County

Officers 2015

Gregory EvansFirst Vice President
Linda Griffiths.....Secretary
Susan Davis.....Treasurer

GREETINGS TO OUR WELSH FRIENDS !



It is with great pleasure that our city
welcomes you to share and embrace our
collective traditions and heritage.

Honorable Justin M. Taylor
Mayor, Carbondale, PA

Carbondale's Welsh Roots

By S. Robert Powell

The City of Carbondale has very deep Welsh roots.

Shortly after the opening of the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, on October 9, 1829, the D&H, in order to meet market demands for anthracite coal, made the decision to conduct deep underground mining by means of shafts. To secure the expertise needed to establish shaft mines, the D&H, in the summer of 1830, recruited in Wales twenty mining families and brought them to Carbondale, where they arrived on July 14, 1830.

Those Welsh miners established for the D&H in June 1831 in Carbondale the first deep underground anthracite shaft mine in America. The mining engineer in charge was Archibald Law. That mine opening was on the north side of Seventh Avenue on the west side of the D&H tracks, at the D&H Seventh Avenue crossing in Carbondale.

Additional Welsh miners were soon recruited by the D&H and, in October and November of 1832, a party of seventy Welsh miners and their families came to Carbondale. Those Welsh pioneers were soon followed by many thousands of Welsh men and women and their families who came to Carbondale and the Lackawanna and Wyoming valleys to work in the anthracite coal mines and to begin in America new lives for themselves.

The Welsh roots of Carbondale can all be traced to those 90 families of Welsh pioneers. Associated with those pioneer Welsh settlers and their descendants are two very interesting and important "firsts" for Carbondale in the history of the Welsh in America.

1. The first Welsh *eisteddfod* (a festival with a focus on language, literature, music, and scholarly contests) to be held in America took place in Carbondale on Christmas Day, 1850. Among the literarians and musicians who participated were Daniel Davies, Rev. John Moses, Thomas Eynon, Rev. Thomas J. Phillips, and Edward Jones. These were the pioneer *eisteddfodwyr* of America.

2. The first lodge in America of the ancient Welsh fraternal order, The Philanthropic Order of True Ivorites, was established in Carbondale in the fall of 1853, with the first public Ivorite celebration in America taking place in Carbondale in August 1855, when a procession through the principal streets of Carbondale and other public exercises took place, under the direction of Thomas Voyle, Esquire, chief marshal, and Edward Roberts, Esquire. Other members of the Order were Robert S. Roberts, Esq., Enoch Jones, Thomas M. Jones, William E. Jones, John Jenkins, Sen., Thomas J. Phillips, Evan Lumley, Llewelyn Hughes, Rev. David Williams, and Rev. William Evans.

In addition, these Welsh pioneer settlers in Carbondale established here three Welsh churches:

Welsh Calvinistic Methodist Church. This church was organized as early as 1832 or 1833. The original leaders in Carbondale were Evan Price, John Evans, Daniel Moses and Daniel Scurry. For some time before building the church, meetings were held every Sabbath, alternately at the houses of the members. The first minister was Rev. John Davis, and the first regular preacher was Rev. John Griffiths. A Sunday-school was held in the church nearly every Sunday.

First Baptist Church of Carbondale. This church, with 43 constituent members, was organized in the spring of 1833. The house of worship was on South Church Street. In 1880, there were 120 members of this church, with William Davies as superintendent of the Sunday School.

Welsh Congregational Church. This church was organized around 1835. The church building was on South Church Street. The pastor, in 1880, was Rev. L. Williams.

In celebration of Carbondale's Welsh roots, the Carbondale Historical Society established, in 2004, a Saint David's Day Committee (Barbara James Campbell, Jeffrey Nepa, Joseph Pascoe, S. Robert Powell, and Eleanor Spellman) and on March 1, 2004 hosted the first Saint David's Day Dinner, Concert, and Historical Program in Carbondale. Since then, Welsh Heritage Evenings have been held annually in Carbondale on Saint David's Day. At all of these celebrations, the Saint David's Welsh Male Chorus of Scranton, under the direction of Mrs. Fran Justin, has performed. This chorus, which was organized in 1949 by William R. Hughes, is very active throughout the year in Scranton and northeastern Pennsylvania.

These concerts in Carbondale and Scranton in October 2015 by the Swansea Valley Celebration Male Choir are a wonderful celebration of Carbondale's Welsh roots and of the Welsh heritage of northeastern Pennsylvania. Those ninety Welsh families who came to Carbondale in the 1830s are with us in spirit tonight. Let's remember them always, and especially here and now, as we celebrate our Welsh heritage, knowing, as we do, that

To be born Welsh is to be born privileged,
not with a silver spoon in your mouth, but
with music in your blood and poetry in your soul.

* * * * *



I was born in Havenfordwest and raised in Brawdy, Wales. Growing up in Wales, I heard the Welsh language, played rugby, and experienced Welsh tradition and culture.

I came to America in 2001. My wife, Dorothy, my son, Mathew and I live here in NEPA. I have three sons, David, Thomas and Johnathan who live in Wales.

Our American home in NEPA is an appropriate place for a Welshman to settle, as thousands of us have done so over the last two centuries.

Carbondale, in particular, is especially a proper place to be welcoming a Welsh choir. "In the 1830s, it was reported, residents of the anthracite field near Carbondale, upon "hearing the strong minor chords of Welsh hymns on the frosty night air for the first time, got out of bed to listen." Another observer declared that "one of the grandest rehearsals it was ever my good fortune to listen to was the singing of 'Coronation' by the miners a mile underground."

This is where the Welsh began their infusion of technology and culture. From here choral traditions spread throughout the region and beyond the Welsh community. From here grew an inspired regional excellence and competitiveness that dominated nationally and even took honors in Wales.

On behalf of the Saint David's Society of Lackawanna County, welcome, and thank you for keeping the traditions alive in such a grand manner.

Michael Hill, President

Saint David's Society of Lackawanna County

CÔR DATHLU CWMTAWE MALE CHOIR

The Choir was formed at Ystradgynlais in November 2011 under the leadership of **Conway Morgan** who is Head of the Creative Arts Faculty at Ysgol Bro Dinefwr, a bi-lingual High School in Llandeilo, Carmarthenshire. Conway is an honours graduate in Music from the University of Wales, Cardiff where he studied piano and cello, and has been the organist at St. Cynog's Church in Ystradgynlais since 1978. He was the organist, accompanist, and deputy Musical Director of Côr Meibion Ystradgynlais under the leadership of Leighton Jenkins, and became the Musical Director when Leighton retired in 2000.

The Choir's accompanist is **David Lyn Rees** M.D. who took a first degree in Natural Sciences from Girton College at the University of Cambridge, and then graduated from the School of Medicine, Cardiff University. He is now working at the Princess of Wales Hospital in Bridgend, and would like to practise as a Primary Care Physician.

Helen Gibbon has won the Soprano Solo Competition at the National Eisteddfod of Wales on four occasions; and has toured internationally..Helen has a degree in Latin from the University of Wales, Aberystwyth where she also studied singing. She has also sung in musical theatre, and trained children's choirs which she accompanied on tours to Holland and North America. She taught High Schools in Ystalyfera, Llandeilo, and in Carmarthen, and now entertains audiences as a soloist and as the conductor of a mixed-voice choir called CôrTŷ Tawe which is based in Swansea.

Ffion Hâf Jones graduated in Mathematics from the University of Wales, Aberystwyth before studying for an accountancy qualification, and is now a C.P.A. in Swansea. At the National Eisteddfod of Wales, she won the Lieder Solo in 2013 and the Contralto Solo Competition. At this year's National Eisteddfod of Wales she won the Blue Riband (the David Ellis Memorial Prize) as the best classical vocal soloist. Ffion Hâf and David Lyn were both pupils of Conway's at High School, as were the three tenors who are singing with the Choir on this Tour. **Luke James**, **Sion Matthey**, and **Finley Bizzell-Browning** have recently graduated and are now at College studying Music and Drama.

Côr Dathlu Cwmtawe Male Choir was formed the year after a Choir from Ystradgynlais had visited Scranton, Carbondale, Shamokin, and Wilkes-Barre in May 2010. It includes choristers who sang with Côr Meibion Ystradgynlais and some who still also sing with Côr y Gyrlais, Morriston Rugby Club Choir, Dunvant Pontarddulais Male Choir. The Choir has two female soloists with them on this Tour, and three guest Tenors.

The Choir's first President was Dr. Rowan Williams (Baron Williams of Oystermouth) who was born in Ystradgynlais and recently retired as the Archbishop of Canterbury. Dr. Williams has been succeeded by Lord John Thomas (Baron Thomas of Cwmgiedd) who is the Lord Chief Justice of England and Wales and owns a house nearby Ystradgynlais.

Carbondale Historical Society and Museum, Inc.

Working on Behalf of Carbondale's Past,
Present, and Future

Officers:

President: S. Robert Powell

Vice President: James Racht

Secretary: Matthew T. Buberniak

Treasurer: Fred Moase

Technology Director: Hunter jdr Taylor



Board of Directors:

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Taylor

Third Floor of Carbondale City Hall
One North Main Street, Carbondale, PA 18407-0151
Carbondalehistorical.org 570-282-0385
GPS: 41 34 20 N, 75 30 13 W

Senator John P Blake

GENTEX
CORPORATION

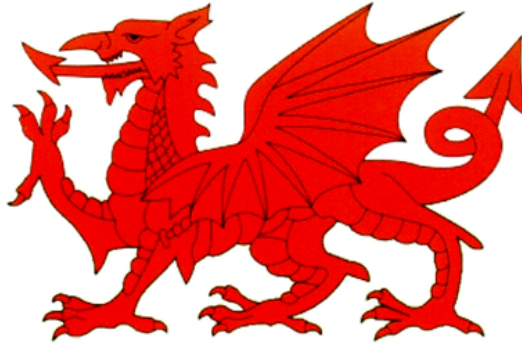


INNOVATION STARTS HERE
Lackawanna
County

As The Power Place Is

CARBONDALE-LAKELAND
FAMILY PRACTICE





Côr Dathlu Cwmtawe
Swansea Valley Celebration Male Choir

First Underground Mine Monument Program
Carbondale, PA, Monday, October 26, 2015, 5:30 P.M.

Welcome

Ted Frutchey
Carbondale Historical Society

Prayer at the Monument

The Rev. Donald Schaible, Rector
Trinity Episcopal Church

The Star Spangled Banner

Carbondale Area High School Band
Theron Roberts, Director

Anthem

Reverend Eli Jenkins' Prayer from
Under Milk Wood by Dylan Thomas
Côr Dathlu Cwmtawe
Conway Morgan, Director

Announcements

Ted Frutchey

(over)

Buffet Dinner, Best Western Pioneer Plaza
25 South Main Street, Carbondale, October 26, 2015, 6:30 P.M.

Welcome	Ted Frutchey
Carbondale Area Junior High Choir	Christopher Shuster, Director
Invocation	The Rev. Donald Schaible, Rector Trinity Episcopal Church

Buffet Dinner

Remarks	Ted Frutchey
Welcome	Mick Hill, President Lackawanna County Saint David's Society
Remarks	Dr. S. Robert Powell, President Carbondale Historical Society
Eagle Scout Tribute	Ted Frutchey, Carbondale Historical Society Selwyn Morris, Côr Dathlu Cwmtawe

Josh Lawler, Eagle Scout
Brandon Frutchey, Eagle Scout candidate
Troop 8, Boy Scouts of America

Proclamations and Presentations	Ted Frutchey
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Senator John P. Blake, Pennsylvania State Senate, 22nd District
Mr. Larry West, on behalf of Senator Blake
Lackawanna County Commissioner
The Honorable Justin M. Taylor, Mayor of Carbondale
Alan George, President, Côr Dathlu Cwmtawe

A Musical Offering	Côr Dathlu Cwmtawe
Announcements	Ted Frutchey
Open Cash Bar	Best Western Pioneer Plaza Hotel

IN CONCERT
COR DATHILU CWMTAWE
50 VOICE MALE CHOIR
WITH SPECIAL GUEST
VALLEY VIEW HS CHORUS
UNDER DIRECTION OF MS GINA LUPINI
OCT 29, 2015 AT 7:00 PM
BEST WESTERN – PIONEER PLAZA
MAIN ST.
CARBONDALE, PA

337

Here is the article written by S. Robert Powell, and published in *Ninnau*, on this visit by the Cor Dathlu Cwmtawe to America in October 2015:

Triumphant American Tour by Côr Dathlu Cwmtawe

By **Silas R. Powell**,
President, Carbondale
Historical Society

Three brilliantly-conceived and flawlessly-executed concerts by the Cor Dathlu Cwmtawe and soloists were presented to American audiences in Pennsylvania at Scranton, Carbondale, and Bethlehem in October 2015. The choir's musical director is Conway Morgan, the accompanist is David Lyn Rees.

The hosts for those concerts were the Carbondale Historical Society and the Lackawanna County Saint David's Society. The tour manager was Ted Frutchey.

Full houses and enthusiastic standing ovations were the order of the day at each of the three concerts. The strong, clear, immaculate, and elegant musical collaboration of Conway Morgan and David Lyn Rees was not only a joy to behold but also provided the foundation for the soul-stirring performances by the choir. The virtuoso performances of Helen Gibbon, Ffion Haf Jones, Luke James, Sion Matthey, and Finley Bizzel-Browning, which were delivered with effortless grace and charm, won the hearts of the audiences in all three cities.

The base of operations for the choir during most of the tour was the city of Carbondale in the anthracite coal region of northeastern Pennsylvania. On the day of the choir's arrival in town, the mayor of Carbondale, the Honorable Justin M. Taylor, issued a proclamation of welcome, and assured the choir that the City of Carbondale would do everything in its power to make the choir's visit to the Pioneer City both enjoyable and memorable.

It was in Carbondale, in June 1831, that the first deep underground anthracite shaft mine in America was established. To learn how to conduct deep underground shaft mining, the

Delaware and Hudson Canal Company recruited ninety Welsh miners and their families and brought them to America. Those ninety Welsh families established the Welsh roots of the City of Carbondale where, on Christmas Day in 1850, the first eisteddfod in America took place.

On the site of that first deep underground anthracite shaft mine in America, on the day of the choir's arrival in Carbondale, the city of Carbondale hosted a commemorative historical program. To be present at that historic site, as the sun was setting on a beautiful October day, as the Cor Dathlu Cwmtawe, under the direction of Conway Morgan, gave a heart-felt and beautifully articulated performance of *The Reverend Eli Jenkins' Prayer* from *Under Milk Wood* by Dylan Thomas was an experience that those of us who were there will never forget.

During their stay in Carbondale, the choir was received at a reception hosted by the Greater Carbondale Chamber of Commerce. In the course of that reception, Classic Voices, an a cappella group in northeastern Pennsylvania, under the direction of the Reverend Jay Best, sang *Calon Lan* in Welsh for the visiting Welsh choir and the many guests in the auditorium.

The members of Classic Voices who, in the weeks before the arrival of the Welsh choir in Carbondale, devoted many hours to learning *Calon Lan* in Welsh, were warmly applauded by the Welsh choir and friends who declared that both their performance and their Welsh pronunciation were excellent.

During their mornings and afternoons in Carbondale the members of the choir participated in a wide variety of excursions and tours, including a visit, hosted by Jerry Williams, to the Anthracite Heritage

Museum in Scranton, where they viewed the extensive mining exhibits and then descended into a coal mine. In Carbondale they visited the exhibition galleries of the Carbondale Historical Society and the Delaware and Hudson Railroad Transportation Museum, and attended a lecture/presentation by Donald W. Powell on photography in Wales and in America in the nineteenth century.

The highlight of the choir's touring in Carbondale, for many, was the visit to Maplewood Cemetery, where there are three tombstones, dating to the early 1830s, with inscriptions on them in Welsh. The tombstones themselves appear to be of Welsh origin.

On the day before the visit to Maplewood Cemetery by a large group of choir members, David Alwyn Hughes and Carol went for an afternoon's walk in town and visited Maplewood Cemetery. There, in a remote corner of the cemetery, known to many as Welsh Hill, they chanced upon the three stones in the very large cemetery (over 7,000 burials therein) with inscriptions on them in Welsh.

"It seemed appropriate and important that spoken Welsh be heard in the twenty-first century at these important early nineteenth century burial sites," said David on the following day, "and so I read out loud the Welsh inscriptions on the stones there." That beautiful and heart-warming tribute will resonate forever in Maplewood Cemetery.

On the following day, during a town tour aboard a replica of a nineteenth-century trolley, forty members of the choir and friends descended from the trolley at Maplewood Cemetery and walked to Welsh Hill and visited the Welsh stones there. The inscriptions were studied and noted and the geological features of the stones themselves were discussed.



Cor Dathlu Cwmtawe at Carbondale, PA Miner's Monument Tribute.
Mike Santovitch

Remarkably, the inscriptions on the stones marking these Welsh graves are as crisp and legible today as they were over 185 years ago when the stones were installed. These inscriptions have not been negatively affected by the acid rain that has rendered illegible many marble and granite tombstones everywhere in America.

It then happened, in the peace and beauty and silence of this visit by members of the Cor Dathlu Cwmtawe and friends to these Welsh burial sites, that the singing of the *Welsh Song for the Dead* was heard from the choir members, led by Selwyn Morris and Helen Gibbon. It was a transcendent moment that was enriched by an impassioned, elegiac, and spontaneous musical performance that many of us who were privileged to be there will remember always.

Additional highlights of these Welsh concerts were the guest appearances of the Scranton High School Knight Rhythms (Lisa McConlogie, director), the Valley View High School Choir (Gina Lupini, director; this choir learned *Hen Wlad Fy Nhadau* in Welsh and sang it beautifully with the Cor Dathlu Cwmtawe at the conclusion of the Carbondale concert), and the Carbondale Area High School

Marching Band (Theron Roberts, director) and Chorus (Christopher Shuster, director). A special feature of the Bethlehem concert was the guest appearance of Aram Basmadjian, the artist-in-residence of the Trinity Episcopal Church there.

As part of the program that followed the "Welcome to Carbondale Dinner", Josh Lawler, Eagle Scout, and Brandon Frutche, Eagle Scout candidate, both from Troop 8 Carbondale, were recognized and honored for their active participation in community life. It was Josh Lawler who created the historic park environment at the First Underground Mine Monument in Carbondale. Selwyn Morris, speaking on behalf of the Scouting movement in Wales, congratulated Josh Lawler for his fine accomplishment as an Eagle Scout and presented him with two scarves that commemorate the birth of the Scouting movement in Wales at Ystradgynlais in 1908.

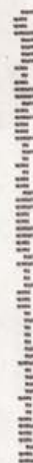
Pleasant memories of this concert tour to America in October 2015 by the Cor Dathlu Cwmtawe will be cherished for many years to come by a great many, both in Wales and in America.

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GERALD P WILLIAMS
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At the invitation of the Cor Dathlu Cwmtawe, the Voices of the Valley Choir, from Valley View High School, were invited to perform a concert tour of South Wales in the summer of 2016.


The very interesting fact of the matter is this: The tradition of choral singing that was the cornerstone of the Welsh community in northeastern Pennsylvania throughout the nineteenth and twentieth centuries is alive and well in the twenty first century in schools such as Valley View High School where the director of music there, Gina Pascolini, had created a world-class choral group with a broad international repertory. When the Cor Dathlu Cwmtawe was here they were exposed to—and were very impressed by—that Lackawanna Valley singing and invited the Valley View choir to perform a concert tour in Wales.

They did so, and during that tour sang no less than six songs, in Welsh, and sang them, and many other songs, to wildly enthusiastic audiences in Wales. Here is the article about that tour that was written by S. Robert Powell and published in *Ninnau*:



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Vol. 42, No. 5 September-October 2017

Triumphant Tour of South Wales by American Youth Choir

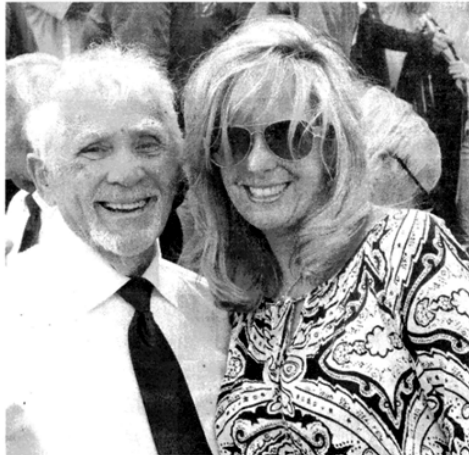
By Dr. Silas R. Powell

Five brilliantly-conceived and flawlessly executed concerts by Voices of the Valley, under the direction of Gina Pascolini and with Marty Ort as accompanist, were performed during the choir's 5-concert tour of South Wales, June 18-July 3, 2017. Full houses and enthusiastic standing ovations were the order of the day at all of those concerts.

In the repertoire of Voices of the Valley were six songs that the American students sang in Welsh, to the delight and enthusiastic approval of the audiences at all of the concerts: *Hen Wlad Fy Nhadau*, *Suo Gan*, *Calon Lan*, *Cwm Rhodda*, *Rachie*, and *Amazing Grace*.

The first of these five concerts took place on June 23 in Saint Cynog's Church, Ystradgynlais. Performances by the Cor Dathlu Cwmtawe and by students from Ysgol Gyfun Ystalyfera were an integral part of this concert.

Four concerts were then performed by the Voices of the Valley at Welsh comprehensive schools: on June 26 at Ysgol Bro Dinefwr, Llandeilo (performances by Ysgol Bro Dinefwr students, under the direction of Conway Morgan, were featured on the program); on June 28 at Ysgol Bae Baglan, Port Talbot (performances by students at Ysgol Bae Baglan and by the Cymric Male Voice Choir were an integral part of this musical evening); on June 30 at Morriston Comprehensive School, Morriston (performances by the Morriston RFC Male Choir, Morriston Comprehensive Singers, and



Gina Pascolini is the Choral Director of the Voices of the Valley Choir. She is shown here with Selwyn Morris, Ystradgynlais, a member of the Cor Dathlu Cwmtawe and the Welsh language coach for the students in the Voices of the Valley Choir.

During their two-week tour, the Voices of the Valley choir also sang selections from their repertoire at many non-concert hall locations. In England: at Stonehenge and at Saint Paul's Cathedral; in Wales: at Tintern Abbey, Oxwich Bay Hotel, Danyr Ogof Caves, Craig-y-Nos Castle, National Botanical Gardens, St. David's Cathedral, the Welsh Senedd at Cardiff, Ystradgynlais Conservative Club, Blanco Hotel in Port Talbot, and Raglan Castle.

Given the fact that those sites were, in all cases, perfect venues for the musical selections chosen by Ms. Pascolini

Cor Dathlu Cwmtawe, for example, was organized by Ted Frutchey, and during that choir's American tour the choir at Valley View High School performed on the same program with them at a concert in Carbondale. Following that concert, at the request of the Cor Dathlu Cwmtawe and Her Majesty's Representative to the County of Powys, the Voices of the Valley on this concert tour of Wales were invited to perform in Wales. In speaking of the members of the Voices of the Valley choir, Ted Frutchey noted: "This is America at its best."



The Voices of the Valley are shown here singing "Ain't No Grave" by Paul Caldwell and Sean Ivory at the Noel Davies MBE Cyngerdd Goffa on July 1 at Pontarddulais

Memorial/Diamond Park (the site of the former Diamond Colliery), and a visit to Cwmgiedd and the pear tree and historical plaque there in memory of the inhabitants of the Czech mining community of Lidice, all of whom were killed, and the town erased from the map, in 1943, by the Nazis. That vicious act of hatred is the subject of the World War II film "The Silent Village," which was filmed at Cwmgiedd.

In addition, Selwyn Morris of Ystradgynlais hosted and conducted a day-long historical and genealogical tour for S. Robert Powell, to the Head of The Valleys and to the Blenavon National Historic Site there. Jerry Williams, the publicity chairman and media director for the Voices of the Valley tour, and Dr. Powell, both representing the Carbondale Historical Society in Pennsylvania, are presently focused on establishing a active working relationship with the Ystradgynlais

Ferraro, Mia Tomassoni, Kaedy Masters, Cas Dumas, Joe Morisco, Justin Thomas, Kevin Mellow, Kara Hirjak, Cammie Gillar, Emily Williams, Julia Romanovich, Ryleah Ruffner, Noah Reed, Chris Benitez, Paulie Vanvestraut, Brianna Pallo, Julie Krupka, Carleigh Gillar, Deanna Soulsby, Lorna Yushinsky, Noah McKane, Noah Benjamin, Teresa Dumas, Giavanna Mercatilli, Smantha Humen, Janet Zhao, Eric Lee, Josh Rudolph, and Kasidy Leggin.

This concert tour of South Wales by the Voices of the Valley choir was an intellectual, choral, and cultural achievement of the highest order, and the members of the choir and friends will never forget it. As the tour came to an end, Gina Pascolini noted: "The power of music knows no boundaries—not in miles, age or language. We are most humbled, blessed and thankful to have been able to make this trip to Wales and to

manages by the Morrision KFC Male Choir, Morrision Comprehensive Singers, and Cwmrhydyceirw Primary School Choir were featured during the evening).

The last of the five concerts performed by these students from America on their international odyssey of music and song was performed on July 1 as part of the Noel Davies MBE Cyngerd Goffa, Pontarddulais Comprehensive Community School. Soul stirring and inspired performances by the Cor Meibion Pontarddulais Male Choir and by the Voices of the Valley Choir made this evening of music and fellowship unforgettable.

In addition to those five concerts, the American choir was honored to be asked to participate in the program of dedication at the refurbished Daniel Protheroe Memorial Park at Ystradgynlais on July 1, 2017. At the opening of the ceremonies, the Voices of the Valley sang *The Star-Spangled Banner*. That performance of the American national anthem was followed by a performance, in Welsh, by the Voices of the Valley, of two verses of Daniel Protheroe's hymn *Cwmgiedd*, a performance which many people have described as "a brilliant rendering" of that hymn.

Daniel Protheroe, who was born at Cwmgiedd near Ystradgynlais, Brecknockshire in 1866, emigrated to America as a young man and gained great fame as a conductor, educator, and composer, renowned for over 1,500 compositions. He died in 1934, and his earthly remains were interred in Forest Hills Cemetery, Dunmore, Pennsylvania, which is only a few miles from Archbald, Pennsylvania, where is located the home school of the Voices of the Valley choir.

were, in all cases, perfect venues for the musical selections chosen by Ms. Pascolini and performed at those sites by the choir, the performances were unforgettable, not only for the choir and friends traveling with the choir on their concert tour, but also for visitors to those sites whose good fortune it was to present as the choir sang.

At Tintern Abbey, at Saint Paul's Cathedral, and at St. David's Cathedral, for example, the choir's performance of "Amazing Grace" was enriched by the centuries-old ecclesiastical context in which that hymn was performed at those sites.

The same is true of the performance by Voices of the Valley of John Rutter's "All Things Bright and Beautiful" at the National Botanical Gardens of Wales. There, in the Great Glasshouse, before a backdrop of the breathtaking natural beauty of Wales, and accompanied by the benign and innocent songs of birds, the tragedy at Aberfan, on October 21, 1966, when 116 children and 28 adults were killed in the catastrophic collapse of a colliery spoil tip there, was rendered heart breaking and unforgettably poignant by the flawless performance by the choir of Rutter's wonderful song.

Selwyn Morris, a member of the Cor Dathlu Cwmataw from Ystradgynlais, who served as the Welsh language coach for the American students, noted: "These students are absolutely amazing. They sing in Welsh as if it were their native language."

The tour director for this concert tour by Voices of the Valley was Ted Frutchey who, over the years, has organized many concert tours to America by choirs from Wales. The highly successful visit to America in October 2015 by the

the valley choir, Ted Frutchey noted: "This is America at its best."

During their time in Wales, the students visited many important historic sites in Wales, including Tintern Abbey, Craig Y Nos Castle, Laugharne Castle, the Dylan Thomas Boathouse at Tenby, Catell Cydweli, St. David's Cathedral, St. Fagan's National Museum of History, Big Pit National Coal Museum, Raglan Castle, Carreg Cennen Castle & Farm, Cardiff Castle and City of Cardiff, and Castell Caerdydd.

Seeing first-hand the natural beauty of South Wales also an important part of the trip for the students, who visited Rhossili Bay and village and the Gower peninsula, Pen Pyrod, Mumbles Pier, Saint Govan's Head at Boshereton, Oxwich Bay, Danyr Ogof Caves, and Llandeilo.

The choir and friends spent an enchanting day in Ystradgynlais on July 1. The day began with a 40-minute concert by the choir on the terrace at the Conservative Club, followed by an afternoon at the Buskagynlais in town and a bountiful Thanksgiving-style dinner at the Ynisedwyn Arms, to be followed by the re-dedication of the Daniel Protheroe Monument there.

Parents and friends of the Voices of the Valley took advantage of the opportunity, during their time in Wales, to make in-depth visits to historic sites not on the choir's itinerary. Those visits included a guided tour by John Owens, given to Jerry Williams and S. Robert Powell, of the primary Ystradgynlais historic sites, including the Ynisedwyn Ironworks, the Gorsedd Stones park that commemorates the 1954 National Eisteddfod at Ystradgynlais, the Miners'

presently focused on establishing a active working relationship with the Ystradgynlais District Heritage and Language Society, and other historical and genealogical societies in Wales. The stimulus for their research interest in this Carbondale/Wales initiative is the fact that ninety Welsh families were

We are most humbled, blessed and thankful to have been able to make this trip to Wales and to have made friends for a lifetime."

Many members of the tour will surely one day return to Wales. In a heart-warming and unforgettable expression of friendship, members of the



The Central Memorial in the refurbished Daniel Protheroe Memorial Park, Ystradgyn-lais, was unveiled on July 1 by Mrs. Hannah Protheroe Griffiths, great niece of Daniel Protheroe. During those ceremonies, Ted Frutchey, on behalf of the Voices of the Valley, presented Mrs. Griffiths with a framed photograph of the tombstone of Daniel Protheroe in Forest Hills Cemetery, Dunmore, Pa.

recruited in Wales, in 1830-1832, and brought to the Lackawanna Valley in Pennsylvania in order to teach the miners in the anthracite region of Pennsylvania how to conduct deep underground shaft mining.

The members of the Voices of the Valley 2017 Welsh Tour were: Beatrice Chindemi, Sarah

Ystradgynlais Conservative Club, at the "afterglow" reception there following the choir's final concert in Wales, sang, as a farewell gift to the American choir, "We'll Keep a Welcome". That moment and fond memories of this concert tour will be treasured forever by the Voices of the Valley Choir and friends.

Here are the photos as submitted to *Ninnau*:



The article shown below, written by the author, about the Voices of the Valley tour of Wales in 2017, was published in the Fall 2017 issue of *The Miner's Lamp*, the newsletter of the Anthracite Heritage Museum and Iron Furnaces Associates:

THE MINER'S LAMP

NEWSLETTER OF THE PENNSYLVANIA
ANTHRACITE HERITAGE MUSEUM AND IRON FURNACES ASSOCIATES

Vol. 32 No. 2

Fall 2017

VALLEY VIEW CHOIR SINGS IN WALES & LEARNS WELSH MINING HISTORY

Five brilliantly-conceived and flawlessly executed concerts by Voices of the Valley, a choir from Valley View High School, Archbald, under the direction of Gina Pascolini, with Marty Ort as accompanist, were performed during the choir's 5-concert tour of South Wales, June 18-July 3, 2017. Full houses and enthusiastic standing ovations were the order of the day at all of those concerts.

In the repertoire of Voices of the Valley were six songs that the American students sang in Welsh, to the delight and enthusiastic approval of the audiences at all of the concerts.

In addition to those five concerts, the American choir was honored to be asked to sing *The Star Spangled Banner* at the program of dedication at the recently refurbished Daniel Protheroe Memorial Park at Ystradgynlais on July 1, 2017; also to sing there *Hen Wlad Fy Nhadau* with representatives from Cor Dathlu Cwmtawe and Cor y Gylais.

Daniel Protheroe, who was born at Cwmgiedd near Ystradgynlais, Brecknockshire, emigrated to America as a young man and gained great fame as a conductor, educator, and composer, renowned for over 1,500 compositions. He died in 1934, and his earthly remains are interred in Forest Hills Cemetery, Dunmore.

During their time in Wales, the students visited many important historic sites in Wales, including Tintern Abbey, Craig Y Nos Castle, Laugharne Castle, the Dylan Thomas Boathouse at Tenby, Catell Cydweli, St. David's Cathedral, the Welsh National History Museum at St. Fagan's, Big Pit National Mining Museum, Raglan Castle, Castell Carreg Cennen, and Castell Caerdydd. During their visit to the Big Pit National Mining Museum in Wales, the choir and friends were hosted by former Welsh coal miners to an hour-long underground guided tour.

Parents and friends of the Voices of the Valley also took advantage of the opportunity during their time in Wales to make in-depth visits to important historic and industrial sites. Those visits included a guided tour by John Owens, given to Jerry Williams and S. Robert Powell, of the primary Ystradgynlais historic sites, including the Ynyscedwyn Ironworks, the Gorsedd Stones park that commemorates the 1954 National Eisteddfod at Ystradgynlais, the Miners' Memorial/Diamond Park (the site of the former Diamond Colliery), (continued on page 3)

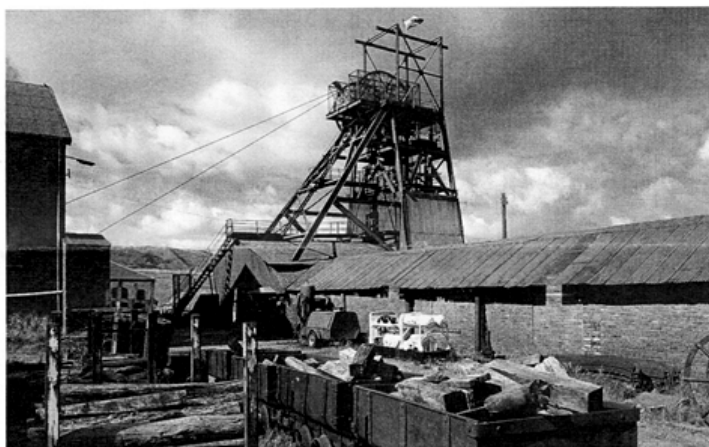


The Voices of the Valley singing "Ain't No Grave" by Paul Caldwell and Sean Ivory at the Noel Davies MBE Cyngerdd Goffa on July 1, 2017, at Pontarddulais, South Wales.

VALLEY VIEW CHOIR (CONT'D)

and a visit to Cwmgiedd and the pear tree and historical plaque there in memory of the inhabitants of the Czech mining community of Lidice, all of whom were killed, and the town erased from the map, in 1943, by the Nazis. That vicious act of hatred is the subject of the World War II film "The Silent Village," which was filmed at Cwmgiedd.

In addition, Selwyn Morris of Ystradgynlais hosted and conducted a day-long historical and genealogical tour for S. Robert Powell, to the Head of The Valleys and to the Blenavon Ironworks, a World Heritage Landscape. Jerry Williams, the publicity chairman and media director for the Voices of the Valley tour, and Dr. Powell, both representing the Carbondale Historical Society, are presently focused on establishing an active working relationship with the Ystradgynlais District Heritage and Language Society, and other historical and genealogical societies in Wales. The stimulus for their research interest in this Carbondale/Wales initiative is the fact that ninety Welsh families were recruited in Wales, in 1830-1832, and brought to the Lackawanna Valley in Pennsylvania in order to teach the miners in the anthracite region of Pennsylvania how to conduct deep underground shaft mining.



Big Pit National Mining Museum, Wales

ARTS ON FIRE

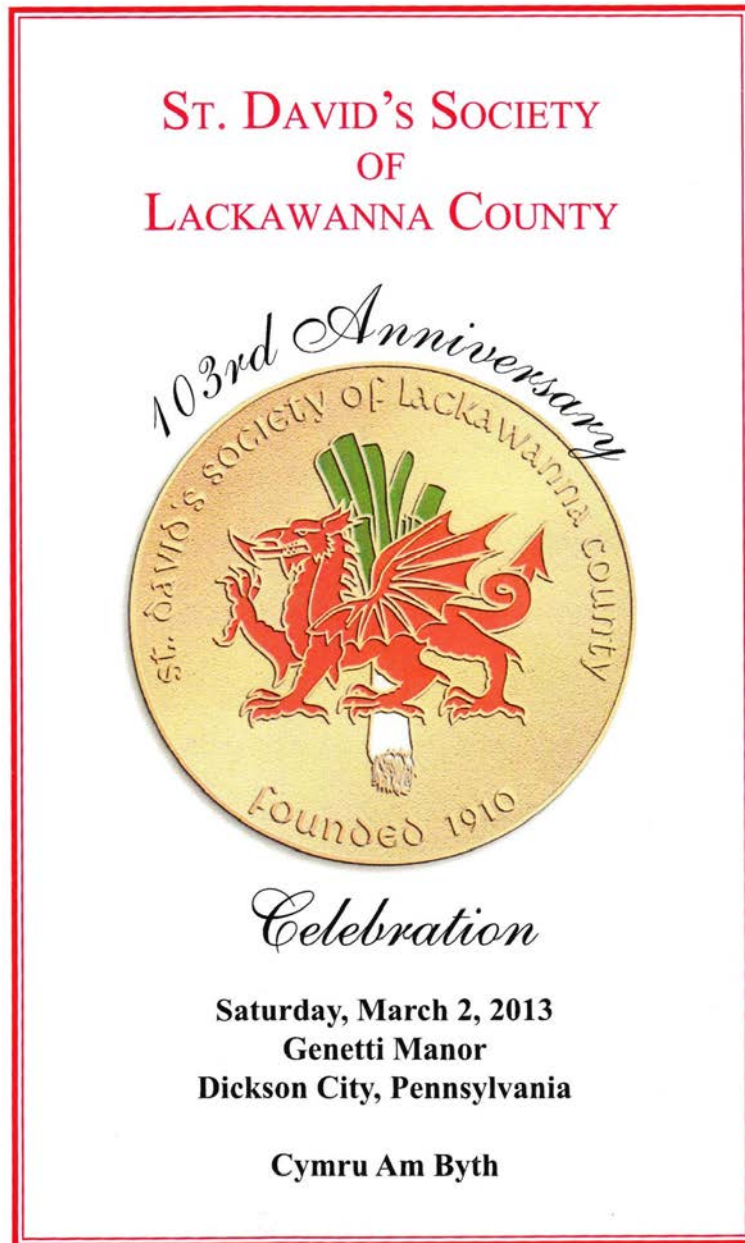


Hundreds gathered under beautifully sunny skies at the Scranton Iron Furnaces on June 3rd for the Arts on Fire Festival. Keystone Iron Works students and volunteers provided mesmerizing iron pour demonstrations, and forged cast tiles created in scratch blocks by artists young and old. Keystone College's mobile glass studio was also on hand, demonstrating live glass blowing and creating beautiful works of art. A group of craft vendors and sellers of other fine goods were on hand to cater to the shoppers in the crowd, and Corporate Member Backyard Ale House provided a mobile restaurant with great summer favorites. Manning's Ice Cream Truck ensured that guests could cool down with some sweet treats. Damien the Magician awed a group of youngsters (and some of the adults, too!) with his tricks and sleight of hand, while the Quiet Men sang out traditional Irish Folk Tunes and other crowd favorites throughout the afternoon.

Next year Arts on Fire will take a break to make room for the much-anticipated International Conference on Contemporary Cast Iron Art, which will be held May 28 through June 2, 2018. Artists, scholars, and students, will come to Scranton from all over the world to share their work and discuss their craft. Keep your eyes and ears open as planning continues for this event!

L. Saint David's Male Chorus, Scranton, PA:

The history of the choir by Brian D. Kaeb that is given below was published in the March 2, 2013 program for the 103rd anniversary program hosted by the Saint David's Society of Lackawanna County.



“Born to Sing”¹
A Tribute to the St. David’s Male Chorus

By
Brian D. Kaeb

Wales is still known as the “Land of Song” and the choral tradition still continues to have very strong roots in the cities, towns and villages in Wales as well as in those cities, towns and villages across North America. Choirs were generally spawned in the church or chapel where the Welsh were thus taught to sing at an early stage of their lives.

The St. David’s Male Chorus is named for the patron saint of Wales; it bears the Welsh cognomen¹ and yet a goodly part of the membership present and past carried names like Zeiss, Zumbach, Satterthwaite, Pinto, Schultheis, Smith, Weber, Keller, Decker and Norton. Of course, the other names carry unmistakable Welsh names like Williams, Davies, Davis, Hughes, Morgan and the like.

Given that the Welsh language is considered one of the oldest and toughest in the world to learn, it is a tribute that these members of the St. David’s Male Chorus, either those of Welsh heritage or others, sing with gusto and commitment.

The St. David’s Male Chorus was organized in 1949 in Scranton by the late William R. Hughes, a native of Wales who moved to Scranton, and was patterned after the traditional male choruses in Wales. And much of the music is by Welsh composers like Arewel Hughes, Daniel Protheroe, Emyrs Jones and Bryun Davies. It is obvious that the most treasured parts of the group’s repertory are Welsh hymns and religious songs. They guard a Scranton choral tradition that became known throughout the country and which produced some talents like Thomas L. Thomas, Allen Jones and others.



St. David’s Male Chorus 1963

At one point in its career, the St. David’s Male Chorus had a membership of nearly forty (40) men. Today it stands at twelve (12) very loyal men from several national backgrounds. The love of singing is the only requirement for joining. The chorus is not affiliated with any church or religious group.



St. David's Male Chorus 1968

There have been several accompanists of the St. David's Male Chorus over the last sixty-four (64) years. The first was the late Evelyn Butler, who was the Organist and Director of Music at Dunmore Presbyterian Church for fifty (50) years. She later became the Director of the chorus with the passing of William Hughes. She was described by the members at the time as "the glue and bonding agent of the group"¹. When Evelyn Butler became Director, the late Elda Hartman took on the roll of accompanist for several years.

And today, Mrs. Frances Justin has been the Director since 2004. Mr. Gene Hopkins is the current accompanist and is the Organist and Choir Director at Hickory Street Presbyterian Church in Scranton.



St. David's Male Chorus 1982



St. David's Male Chorus 1989

The St. David's Male Chorus has been active throughout Northeastern Pennsylvania since its beginning. It has sung for churches, civic and social organizations, retirement and nursing homes, also providing entertainment at many luncheons and banquets. The chorus' repertoire include show tunes, patriotic songs, folk songs, Christmas music during the holiday season, and well known Welsh melodies and hymns.



St. David's Male Chorus 1995¹

Despite its treasured amateur status, the St. David's Male Chorus has received recognition far beyond the churches, civic and social organizations, retirement and nursing homes. Members recall participating at the Welsh National Gymafa Ganu in Wilkes-Barre (1983), at the Lincoln Center at Fordham University² (1976) and other locales outside this region. They also performed at the West Point Chapel, on which occasion Evelyn Butler played the Chapel's grand organ. Those in attendance said, "What an honor it was to hear the chorus's accomplished voices resonate throughout the historic structure."



ST. DAVID'S CHORUS GOES TO NYC—St. David's Male Chorus depart from Hyde Park Presbyterian Church for Tuesday's performance at Fordham University, New York City. Their program of songs, entitled, "The Way of the Celt," was under the direction of Mrs. Evelyn Butler.

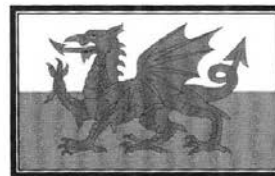
St. David's Male Chorus 1976²

In recognition for outstanding contribution, dedication and preservation of Welsh Heritage in Northeastern Pennsylvania, the St. David's Society of Lackawanna County is proud to honor the St. David's Male Chorus with the Society's President's award for 2013.



St. David's Male Chorus 2013

**Llongyfarchion!
(Congratulations!)**



Cymru Am Byth

Acknowledgements

This article would not have been possible without the support of many people. The Society wishes to express his deepest gratitude to Shirley Davies, whose husband the late Wyndham Davies sang with the chorus for more than forty (40) years. She was abundantly helpful and offered invaluable assistance, support, pictures and insight into the chorus's long history.

Deep gratitude is also due to Fran Justin and Warren Grill for contributing their knowledge and assistance for this article.

Special thanks also to Suzie Decker, whose brother John and their father Clarence sang with the chorus for many years, for lending some of her personal knowledge and history of the chorus.

The Society wishes to express its gratitude to the St. David's Male Chorus, their Director and accompanist, for their love of singing and their dedication in keeping the choral tradition alive in Northeastern Pennsylvania.

Below is a listing of some of the members^{1,2}, present and past, which performed with the chorus over the last forty plus years:

Also, Bob Vandenberg, Washington Street, Carbondale

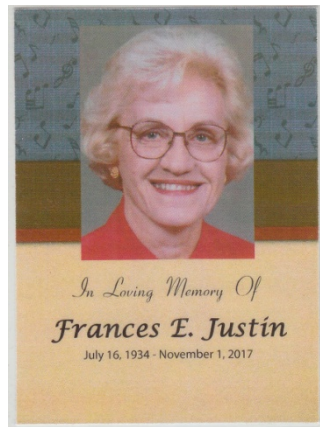
Rev. David Westlake	Willard Jenkins	David Harris
William R. Hughes	Dr. Robert Davis	Russ Hurd
Art Williams	Willard Thomas	John Fox
Clarence Decker	John Decker	Al Thorne
Rev. Henry George	Al Zeiss	George Wickkiser
Thomas Harris	Harry Reese	Loren Davies
John Evans	Jack Evans	Lionel Satterthwaite
Wyndham Davies	Thomas Gable	Daniel Morgan
Kenneth Clabough	Glynn Williams	Reynold Morgan
Warren Grill	Paul Pickrell	Lee Keller
Phil Thomas	Arthur Wagner	Charles Reidenbach
John Koch	Edward Harris	Rev. Charles Price
Edward Rudis	Jim Justin	Chuck Weber
Tim Norton	Gus Reed	Bill Lindberg
Gene Schultheis	Les Smith	George Zumbach
Tony Pinto	William Jenkins	David Gilpin

References

¹Cusick, Daniel L. (1995, May 19). Today's Living: Born to Sing. The Tribune. Scranton, PA. p. C1, C5.

²Male Chorus To Sing Welsh Songs in N.Y. (1976, May 11). The Tribune. Scranton, PA.

Frances E. Justin died on November 1, 2017. Here is her obituary, as published in the *Scranton Times*:



Frances E. Justin passed away peacefully at home, surrounded by her family on the evening of Nov. 1. She had been suffering from Alzheimer's disease for many months and was in the care of the Hospice of the Sacred Heart for three weeks, and under the exceptional care of At Home Quality Care.

Frances was the daughter of Dr. Richard W. Evans, of Scranton and MacDonald, Pa., and Esther Capwell Evans, of Scranton and Factoryville. She was educated in Scranton schools, graduating from Central High School in 1952. She completed her education with a degree in sociology from Pembroke College, which at that time was the Women's College at Brown University. She began the study of piano at 7 years of age. This study ended with a solo recital in her senior year of high school, presented at the Century Club. She was a member of the First Presbyterian Church of Clarks Summit.

She was the wife of James Justin, of Scranton. They were married in 1957. Her husband's education and employment resulted in their living at various times in Texas, Minnesota and New Jersey. Upon his retirement, they returned to their roots in the Scranton area. In addition to her husband, she is survived by a son, William and his wife, Karen, of Kirbyville, Texas; and a daughter, Elizabeth Romanski and her husband, Leonard, of Factoryville. She has three granddaughters, Kimberly and Nicole Martin, of Factoryville; and Katelyn Justin, of Kirbyville, Texas.

Frances' study of piano led to her later study of the organ. She was named associate organist of the United Methodist Church of New Brunswick, N.J. After returning to the Scranton area, she substituted as organist in the Waverly United Methodist Church for several months. She was named organist and choir director at the United Methodist Church of Ransom where she served

until that church merged with several other churches. She served as organist and choir director at Providence United Methodist Church in Scranton until its merger with Asbury United Methodist Church in Scranton. She took the position of director of the St. David's Men's Chorus, which followed the tradition of men's choruses in Wales. It performed all types of music, in addition to Welsh music, over Northeast Pennsylvania. Her career ended with the development of her illness and the ending of the chorus.

Funeral arrangements are handled by the Lawrence E. Young Funeral Home and Cremation Service, 418 S. State St., Clarks Summit, Pa. Burial will be at the Evergreen Cemetery, Factoryville, Pa., at the convenience of the family.

A memorial service will be held under the direction of the Rev. William Carter at the First Presbyterian Church of Clarks Summit, 300 School St., Clarks Summit, PA 18411, on Saturday, Nov. 11 at 2 p.m. Friends may call on the family from 1 to 2 p.m. at the church.

In lieu of flowers, the family requests donations to the First Presbyterian Church or one's favorite charity.”

Here is the program of the memorial service that was held in memory of Frances E. Justin on Saturday, November 11, 2017”



A Service of Witness to the Resurrection
In loving memory of Frances Justin
First Presbyterian Church
Clarks Summit, PA 18411
November 11, 2017
2:00 p.m.

ASSEMBLE IN GOD'S NAME

Prelude

Sentences of Scripture

Opening Prayer

* Hymn 275 "A Mighty Fortress is Our God"

* Call to Confession

* Prayer of Confession

*Holy God, you see us as we are,
and know our inmost thoughts.
We confess we are unworthy of your gracious care.
We forget that all life comes from you
and that to you all life returns.
We have not always sought or done your will.
We have not lived as your grateful children,
nor loved as Christ loved us.
Apart from you, we are nothing.
Only your grace can sustain us.*

*Lord, in your mercy,
forgive us, heal us, and make us whole.
Set us free from our sin,
and restore to us the joy of your salvation
now and forever.*

* Silent Confession

* Assurance of Pardon

* Passing the Peace

PROCLAIM GOD'S WORD

Prayer for Illumination

Scripture Lessons

Sermon

Rev. William Carter

Words of Thanksgiving

RESPOND TO GOD'S WORD

Prayers of the People and the Lord's Prayer

GO IN GOD'S NAME

* Hymn 263

"All Hail the Power of Jesus' Name!"

* Words of Commendation

* Charge and Benediction

* Postlude

* All who are able shall stand.

Participants in today's service

The Rev. William G. Carter, pastor
Kay Ten Eyck, organist

First Presbyterian Church
300 School Street
Clarks Summit, PA 18411
(570) 586-6306

Gerald Williams and S. Robert Powell, both of Carbondale, representing the Welsh community of northeastern Pennsylvania, attended this Frances E. Justin memorial service.

England

Over two million English immigrants moved to America in the nineteenth century. According to the 1980 United States Census, 26.34% of the total population of the United States, consisting of over 49 million Americans, claimed English ancestry. These statistics place these Americans as the largest ethnic group in the United States who identify with each other by factors based on common ancestral, cultural and social experience.

Given below are two very interesting tables from *Wales in America Scranton and the Welsh*, by William D. Jones. In the first, the numbers for emigration to America from Great Britain, for the period 1820-1950 are presented. Here is that table from p. 249 of *William D. Jones*:

1 BRITISH EMIGRATION TO THE UNITED STATES, 1820-1950

	<i>Wales</i>	<i>England</i>	<i>Scotland</i>	<i>Ireland</i>	<i>Not specified</i>
1820-1830	170	15,837	3,180	54,338	8,302
1831-1840	185	7,611	2,667	207,381	65,347
1841-1850	1,261	32,092	3,712	780,719	229,979
1851-1860	6,319	247,125	38,331	914,119	132,199
1861-1870	4,313	222,277	38,769	435,778	341,537
1871-1880	6,631	437,706	87,564	436,871	16,142
1881-1890	12,640	644,680	149,869	655,482	168
1891-1900	10,557	216,726	44,188	388,416	67
1901-1910	17,464	388,017	120,469	339,065	
1911-1920	13,107	249,944	78,357	146,181	
1921-1930	13,012	157,420	159,781	220,591	
1931-1940	735	21,756	6,887	13,167	
1941-1950	3,209	112,252	16,131	26,444	
Total	89,603	2,753,443	749,905	4,618,552	793,741

Source: R. T. Berthoff, *British Immigrants in Industrial America*, p. 5.

From that table we learn that between 1820 and 1950, 2,753,443 persons from England emigrated to the United States.

From Table 8 in *William D. Jones*, p. 255, we learn that in 1870, there were 1,444 persons in Scranton who were born in England; in 1880, 1,558; in 1890, 3,065, in 1900, 3,692; in 1910, 3,022, and in 1920, 2,313. Persons born in England were the second largest ethnic group (after the Irish) living in Scranton (an in most of the communities in the Lackawanna and Wyoming Valleys) in the period 1820-1950.

8 SCRANTON: FOREIGN-BORN POPULATION, 1870-1920

<i>Born in</i>	<i>1870</i>	<i>1880</i>	<i>1890</i>	<i>1900</i>	<i>1910</i>	<i>1920</i>
Wales	4,177	3,616	4,890	4,621	4,137	2,714
England	1,444	1,558	3,065	3,692	3,022	2,313
Ireland	6,491	6,772	8,343	7,193	5,302	3,365
Scotland	366	301	576	576	557	480
Germany	3,056	3,153	5,587	5,363	4,325	2,612
Italy	7	12	367	1,312	3,549	3,433
Russia	7	37	488	3,181	8,568	5,363
Austria	—	—	—	—	3,184	2,863
Hungary	—	—	—	—	1,214	888
Poland	—	—	—	—	—	3,276
Others	339	408	2,257	3,035	1,264	1,280
Total Foreign Born	15,887	15,857	25,573	28,973	35,122	28,587

Source: United States Censuses, 1870-1920.

In Scranton, in the period 1870-1890, the four largest national groups were the Irish, the German, the Welsh, and the English. In 1900, the five largest national groups in Scranton were the Irish, the German, the Welsh, the English, and the Russian. In 1910, the largest four groups were from Russia, Ireland, Germany, and Wales. In 1920, the four largest national groups were from Russia, Italy, Ireland, and Poland.

Those immigration numbers for England-born persons in Scranton in the nineteenth and twentieth centuries can be regarded as a reasonable approximation of England-born persons in the majority of the communities in the Lackawanna and Wyoming Valleys during those same years.

2207

Germany

German immigration to the United States:

In the eighteenth century, at least 100,000 Germans poured into America. Pennsylvania absorbed the greatest number and by 1775 Germans made up about one third of its population.

German immigration to the United States for the period 1820-1920:

1820-1840	160,335
1841-1850	434,626
1851-1860	951,667
1861-1870	787,468
1871-1880	718,182
1881-1890	1,452,970
1891-1900	505,152
1901-1910	341,498
1911-1920	143,945

The largest flow of German immigration to America occurred between 1820 and World War I, during which time nearly six million Germans immigrated to the United States. From 1840 to 1880, they were the largest group of immigrants. Following the Revolutions of 1848 in the German states, a wave of political refugees fled to America, who became known as *Forty-Eighters*.

Half the Germans headed to farms, especially in the Midwest (with some to Texas), while the other half became craftsmen in urban areas.

From Table 8 in *William D. Jones*, p. 255, we learn that in 1870, there were 3,056 persons in Scranton who were born in Germany; in 1880, 3,153; in 1890, 5,587; in 1900, 5,363; in 1910, 4,325; and in 1920, 2,612.

From an article that was published in the *Carbondale Leader* of July 23, 1890, we learn that many members of the German population of the Lackawanna and Wyoming Valleys, as well as many members of the German community of New York City, Jersey City, Philadelphia, and Honesdale, among many other locations, at that time, passed through Carbondale on their way to Farview Park for a picnic on July 23, 1890.

From that article we learn that there were thirty-four rail cars of excursionists in the outing. The picnic at Farview was the concluding event in a three day celebration of the German heritage of several thousand persons of German descent in the region. Here is that article:

GERMANS AT FARVIEW /The Societies Close Their Saengerbund With a Picnic. / Nearly all of the German residents are at Farview to-day, attending the great reunion of the singing societies of that nationality which passed through the city this morning in thirty-four cars. Among the societies in the big party are the New York Liederkrantz, the Arions, of Jersey City, the Concordias of Wilkes-Barre, Auroras of Scranton, the Saengerbund of Brooklyn, the Eichenkrantz of New York, the Saengerbund of Wilkes-Barre, the Gesangssecteon der Turngemeinde, of Philadelphia, the Liederkrantz, of Scranton, Maennerchor of Honesdale, the Mannerchor of Hazleton, and many other smaller societies. They were accompanied by Bauer's Band of Scranton. This afternoon a large delegation went up from this city and the number at Farview was swelled to several thousand. It was a hilarious crowd. Everybody was out for a good time. Beer was as plenty as air and the natives of the 'Fatherland' and their descendants are bringing their three days' celebration to a close in a jolly 'commerz.' / On Monday evening in Scranton a big torchlight parade was held after which addresses were made by Mayor Fellows and others after which a 'commerz' was held in Music Hall. /The festivities of the Saengerfest were continued yesterday. The second day's exercises were fully as interesting as the first. The morning was consumed by the visitors in visiting the several points of interest about the city. Those who remained at their headquarters were serenaded by the Scranton Liederkrantz, headed by Bauer's band. The societies that came at 11 o'clock were the Sangerbund, of Wilkes-Barre, and the Liederkrantz, of Honesdale. In the afternoon at the Academy of Music a grand concert was given in which all the leading societies sang, and the soloists were Miss Carrie B. Smith, soprano, of Scranton, and Farulein Minnie Behnne, alto, of New York. / Between the afternoon and evening concert the Reception committee and the Eickerkrantz of New York, headed by the Ninth Regiment band went to the D. L. & W. depot. It was expected that Theo. Krueger, President of the Societies, would arrive from Europe, where he had been on a visit. They were not disappointed when the 6 o'clock train steamed into the depot, it brought the respected and beloved President, and he was taken with much ceremony to the headquarters of the society at the Westminster. / After the concert of last evening at the Academy almost the same festivities took place at Music Hall as on the evening previous. Edward Althaus acted as president, or toast-master of the evening. A *Liederbuch* of original songs composed for the occasion rendered much amusement to the auditors. / President Althaus delivered a speech which was replied to by Mr. Gunster. Mayor Fellows again addressed the singers, and they proposed three cheers for the Mayor of Scranton, which were given. Speeches were also made by Herr A. Classen, Herr Kopoff, Otto Kroebner and others. / A very amusing incident was caused by the presentation of a miniature key to Mr. Fellows by a member of the Philadelphia delegation, which was to give him the power to open the Philadelphia voters' hearts whenever he desired. / The city was generally decorated with the German and American colors and the streets seemed to contain nobody but those wearing badges of one or other of the many societies." (*Carbondale Leader*, July 23, 1890, p. 3)

There was a large German population in Carbondale.

Given below is a history of Saint Paul's Evangelical Lutheran Church in Carbondale that was written by Alice V. Rashleigh and published in the *Carbondale News*. The specifics on the publication of the article are not given on the clipping. But, given the fact that the article was written and published in the lifetime of Miss Rashleigh, we know that the article was published before July 13, 1954, when Miss Rashleigh died.

In cutting out this article from the newspaper, the person who did so clipped too closely the bottom portion of column one of the article. Fortunately, we have been able to re-construct what was clipped away. Here is that article, titled "Eight Lutherans Were Pioneers In Founding St. Paul's Church" (newspaper clipping in the archives of the Carbondale Historical Society):

"In May of 1900 the trustees—Louis Brunner, William Schroeder, Adolph Proelzsch, August Gerhardt and Paul Ihlefeldt—bought the Welsh Baptist Church from Gerritt Rogers, who had obtained it from the Welsh Baptist Association, receiving a quit claim deed. / The Lutheran Church was incorporated June 27, 1900, and the charter filed Aug. 1, 1900. The consecration took place Oct. 21, 1900, when the Lutherans and their friends marched from the Congregational Church, the Mozart Band and the pastor leading, to their new place of worship. / Services were conducted by the Rev. Randolph and Pastor Ehinger, with the Rev. A. L. Ramer preaching in German. Dr. H. J. Whalen of the Berean Baptist Church following with an address. / In 1903 the Rev. Mr. Ehinger retired, being 70 years of age, after

Eight Lutherans Were Pioneers In Founding St. Paul's Church

Editor's Note: Miss Rashleigh today writes a sketch dealing with the history of St. Paul's Lutheran Church. She explains that she is indebted to Leland Brunner for the information upon which she bases her presentation.

By ALICE V. RASHLEIGH

The history of St. Paul's Lutheran Church includes the story of the difficult, uphill struggle on the part of eight Lutherans to establish in Carbondale a church of their faith: Mr. and Mrs. Louis Brunner, Mr. and Mrs. William Schroeder, Mr. and Mrs. August Gerhardt, Mrs. C. Schadel and Albin Engel.

Believing that the church must march with civilization until the end of time, they determined to transmit the faith of their fathers to their descendants as their most treasured heritage. Thus was planted and developed a congregation which through the years in Carbondale, by prayers and continued work and giving, had joined with the churches of an earlier day, all of which had problems which were surmounted in different ways but all with an attack of renewed vigor. Today Carbondale's churches are scenes of ever increasing activity, worthy but never ending.

The Congregational Church at Eighth Avenue and Church Street was rented for a time and pastor Ehinger moved to the house at the corner of Ninth Avenue and Spring Street. This house became their first parsonage.

In May of 1900 the trustees—Louis Brunner, William Schroeder, Adolph Proelzsch, August Gerhardt and Paul Ihlefeldt—bought the Welsh Baptist Church from Gerritt Rogers, who had obtained it from the Welsh Baptist Association, receiving a quit claim deed.

The Lutheran Church was incorporated June 27, 1900, and the charter filed Aug. 1, 1900. The consecration took place Oct. 21, 1900, when the Lutherans and their friends marched from the Congregational Church, the Mozart Band and the pastor leading, to their new place of worship.

Services were conducted by the Rev. Randolph and Pastor Ehinger, with the Rev. A. L. Ramer preaching in German. Dr. H. J. Whalen of the Berean Baptist Church followed with an address.

In 1903 the Rev. Mr. Ehinger retired, being 70 years of age, after

having built up his flock spiritually, numerically and financially.

The mission superintendent, the Rev. A. Schaffer, D.D., being interested, gave help personally. Eli Emory Hendrick and family gave generously and the first crucifix on the altar was a gift to Pastor Ehinger from Father Coffey.

The Rev. William Seibert was installed in August of 1903 but resigned in July of 1904. The Rev. R. L. Pfeil, served from Sept. of 1904 to April of 1914. Next was the Rev. R. E. Lucas, 1914-1917; the Rev. Mr. R. Jeurgins, 1917-1918; the Rev. E. Saul, May to November, 1918, the Rev. B. Walther Pfeil, December, 1918 to November of 1923; the Rev. Vernon B. Yeich, December of 1923 to September of 1937.

The Rev. E. O. Steigerwalt succeeded the Rev. Mr. Yeich and served through the church's Golden Jubilee in 1946. The incumbent pastor is the Rev. Amon Lichty, who also serves St. Luke's of Archbald.

Since their purchase of the church building changes have been made in the physical property, in many instances the work being done at night by male members of the congregation.

During the depression the congregation could not support a full-time pastor and St. Luke's Pastor Steigerwalt assumed the Carbondale charge also. The parsonage was rented and the members kept on working and succeeded in making necessary improvements, in the same spirit as the earlier churchmen, and getting out of debt.

St. Paul's is a living testimony of the words of Christ, "As you give so shall you receive."

We of the other churches are glad to call them "Friends."

"The future is always one of great possibilities, though unknowable."

Miss Rashleigh's historical series will be continued in the NEWS.

This article may well have been written by Miss Rashleigh in 1951, at the time of the Carbondale Centennial celebrations.

From a newspaper article by Nan Waters about the proposed sale of Saint Paul's Lutheran Church building ("Want to purchase a used church? St. Paul's, Carbondale, for sale," and published in a Scranton newspaper), we learn that:

--Saint Paul's Lutheran Church building, 47 South Church Street, Carbondale, was originally a Welsh Baptist church.

--the last mass was held on Easter Sunday and the church officially closed its doors on May 12, 1985

--When the church closed, in 1985, many of the members joined Saint Luke's Lutheran Church in Archbald

--the pastor at the time of the closing of the church, the Rev. John J. Zoppi, served both the Carbondale and the Archbald churches.

On March 25, 2011, Jack Deren, Carbondale, donated to the Carbondale Historical Society, in memory of his late wife, Terry, a Xerox copy of a 35-page booklet titled "St. Paul's Ev. Lutheran Church of Carbondale, Penna. 1896-1946." This booklet, a primary document about the people of German descent in Carbondale, may well be the only copy in existence of this history of St. Paul's Evangelical Lutheran Church of Carbondale, Pennsylvania, and we present it here in its entirety.

St. Paul's Ev. Lutheran Church
OF
Carbondale, Penna.



1896 - 1946

With Deep Appreciation

AND

Humble Gratitude

The Congregation of St. Paul's Ev. Lutheran Church
Dedicates This Booklet

to the Memory of
The Rev. F. Ehinger

and the eight Lutherans, (Mr. and Mrs. Louis Brunner,
Mr. and Mrs. Wm. Schroeder, Mr. and Mrs. August
Gerhardt, Mrs. C. Schadel, and Mr. Albin Engel) who
worked so faithfully to establish in Carbondale a
church of their faith.



REV. F. EHINGER



REVEREND EUGENE O. STEIGERWALT

Preface

THE planting and development of the Church is the most important work that can engage anyone. This is OUR FATHER'S business. The Church at large cannot be planted nor developed except by planting and developing a congregation. This makes necessary a beginning.

In observing our Golden Anniversary we ought to pause to pay tribute to the faith and love of our charter members. They made the beginning because of their vision and sense of obligation to the future. They believed that the Church must march with civilization until the end of time. They were determined to transmit the faith of their fathers to their descendants as their most treasured heritage. They made practical provision for the realization of their ideals for their kindred, city, and nation. It is the beginning which they made that made possible the Church of today. We accept with gratitude their contributions to the life and history of St. Paul's.

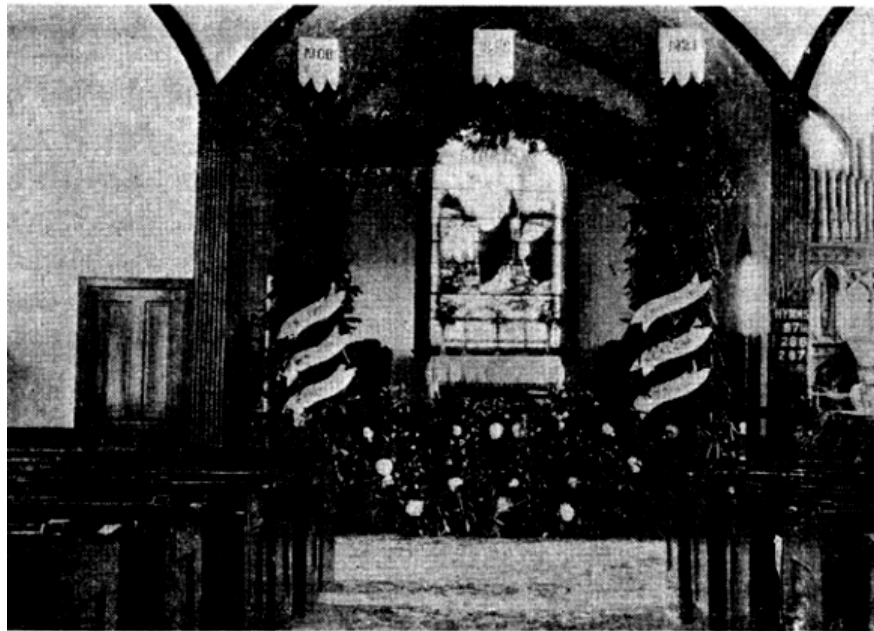
In every congregation a period of growth and development follows the beginning. Since we with the apostels must wrestle against "principalities and powers" our growth is not normal, but is accomplished through adversity and disappointment, through toil and sacrifice, through prayer and anguish of spirit. Many of those living today have shared in this growth without considering the cost too high. Others, now of the Church Triumphant, too have labored through the burden and heat of their life's day. We are not unmindful of them nor of their works, for their works bring to vivid remembrance the faces no longer visible. These too we would commend for their "work of faith and labour of love."

The future is always one of great possibilities, though unknowable. Blessed is he who is still per-

mitted to invest his time and life in the Church that is yet to be! Those of mature years have already found their "pearl of great price." We would exhort them to continue in the faith and in the things they have learned. To untried youth we entrust great responsibilities for keeping, improving and enlarging the faith and work of our congregation. May they ever look to God for wisdom and counsel in their undertakings so that they may build with "gold, silver and precious stones" upon the foundation that is laid.

Blessed be God the Father and Jesus Christ His only-begotten Son, our Saviour, and also the Holy Ghost for every grace and favor shown us during these fifty years.

E. O. Steigerwalt, Pastor.



INTERIOR—25th ANNIVERSARY



Rev. B. Walther Pfeil



Rev. Vernon B. Yeich



** Rev. E. Saul **



** Rev. R. E. Lucas **

PASTOR'S OF ST. PAUL'S

Rev. F. Ehinger	Oct. 1896—Feb. 1903
Rev. Wm. Seibert	Aug. 1903—July 1904
Rev. R. L. Pfeil	Sept. 1904—April 1914
Rev. R. E. Lucas	April 1914—Jan. 1917
Mr. R. Jeurgins	Dec. 11 1917—April 1913
Rev. E. Saul	May 1918—Nov. 1918
Rev. B. Walther Pfeil	Dec. 1918—Nov. 1923
Rev. Vernon B. Yeich	Dec. 1923—Sept. 1937
Rev. E. O. Steigerwalt	Oct. 1937—

Church Council—1946

C. A. Koch, President	Walter Brunner
Herman Brooks, Vice-Pres.	Adam Chrastina
Ernest Brucher, Secretary	Keith Mosher
Carl Brunner, Fin. Secy.	F. G. Koch (deceased)
Leland Brunner, Treasurer	

Sunday School Officers and Teachers

Carl Brunner, Supt.	Martha Marci
Walter Brunner, Treas.	Fred Billings
Majorie Brunner, Pianist	Leland Brunner
Jean Wigfall, Asst. Pianist.	
Mrs. Leland Brunner, Cradle Roll Supt. and Teacher	

The Church Personnel

Rev. E. O. Steigerwalt	Pastor
Mrs. Geo. Miller	Organist
Marjorie Brunner	Asst. Organist
Wilbert Schwarztrauber	Sexton

The Ladies Aid

Mrs. Ida Kagler	President
Mrs. Arthur Ross,	Vice-President
Mrs. Ernest Brucher	Secretary
Mrs. Herman Brooks	Treasurer

The Luther League

Mrs. Clifford Pittaway	President
Mrs. Geo. Yeager	Vice-President
Mrs. Clelland McPherson	Secretary
Carl Brunner	Treasurer

The Brotherhood

Herman Brooks	President
Keith Mosher	Vice-President
Carl Brunner	Secretary-Treasurer

Missionary and Altar Guild Society

Mrs. Leland Brunner	President
Mrs. Clifford Pittaway	Secretary
Mrs. Edward Jacobs	Statistical Secretary
Mrs. Ernest Brucher	Treasurer

History of St. Paul's Lutheran Church

OF CARBONDALE, PENNA.

1896 — 1946

THE history of St. Paul's Lutheran Church contains a story of the difficult, uphill struggle on the part of a few Lutherans whose life and training compelled them to establish a church of the creed of their fathers, not for themselves alone, but that their children might be baptised, reared and confirmed in that faith.

Three unsuccessful attempts were made to establish a Lutheran Church in Carbondale. Pastor Gallenkamp of Honesdale, first tried to bring the Lutherans together. Only three women responded to his call for a meeting. Then Pastor Hunger, who came from Germany, conducted services until the money collected was spent. Next Pastor Rudolph of Archbald, supplied until there was no money left wherewith to pay his expenses. The services, in those early days were held Sunday afternoons in the Presbyterian Church.

It was Pastor Holder of Scranton, who began the movement which resulted in the establishment of a Lutheran Church in this community. He sent Pastor Ehinger to Carbondale. This was in 1896. First results of Pastor Ehinger's presence was in the form of a

printed notice which was distributed throughout the city. The notice read as follows:

THE LUTHERANS OF CARBONDALE

Are herewith heartily invited to a business meeting which shall be held in the

Hall of the Lackawanna House

No. 47 Belmont Street on

Thursday Evening, 8 o'clock

For the Purpose of

- 1. Church Organization**
- 2. Election of a Board of Trustees**
- 3. Acquiring of a Church Site.**

The attendance of all Lutherans of the German and English tongue and whose love for their mother Church is still alive in their hearts, is heartily wished and besides them, all who love and pray for the prosperity of Jerusalem, Ps. 122:6 are also welcome to attend.

F. EHINGER,

Oct. 21, 1896.

Pastor.

That evening St. Paul's Lutheran Church was founded with a membership of eight (8) persons. Those who answered the call were: Mr. and Mrs. Louis Brunner, Mr. and Mrs. Wm. Schroeder, Mr. and Mrs. August Gerhardt, Mrs. C. Schadel and Mr. Albin Engel. Pastor Ehinger not only succeeded in adopting a constitution but also in electing the trustees. The trustees elected were Wm. Schroeder for 3 years; Louis Brunner 2 years; Albin Engel for 1 year.

Of course, at this time, there was no parsonage. The pastor lived with the members of the congregation, moving from place to place. Besides having no definite home, he had no regular salary. For the months of Sept. and Oct. 1896, the pastor received the total sum of \$10.22. This was the entire amount collected at the services during this period. The arrangements for the first service were made by Albin Engel.

On Nov. 1, 1896, the congregation rented the Congregational Church located at the corner of 8th Ave.

and Church St. In that same month Pastor Ehinger moved to the house at the corner of 9th Ave. and Spring St. This house became the first parsonage of the Church. For three and a half years Church Services and Sunday School were held mornings. All the Services were in German and the same language was taught in the Sunday School.

By the year 1897 other families had joined the congregation. In that same year the Mission Board convinced that this city was a good field for the Church, agreed to contribute \$250 yearly toward the pastor's salary. Even that sum added to the collections left the pastor's salary very small.

On May 1900, the trustees (Louis Brunner, Wm. Schroeder, Adolph Proetzsch, August Gerhardt, Paul Ihlefeldt) bought the Welsh Baptist Church from Gerritt P. Rogers, who had obtained it from the Welsh Baptist Association. That they might have a clear deed to the property, that Association gave them a quitclaim deed. The Welsh Baptist Church Society was the original owner. The Lutheran Church was then incorporated June 27, 1900 and the charter filed August 1, 1900 by Attorney L. Gramer, who performed all this work gratuitously.

The consecration of the newly acquired church property took place Oct. 21, 1900. Members and friends gathered at the temporary place of worship, the Congregational Church, and left there in procession at 2:15 o'clock that afternoon. The Mozart Band playing appropriate music led the procession. With the pastor leading, there followed the officers of the church, and the Sunday School, Germania Singing Society, the Honesdale and Petersburg Choirs, members of the Church and Sunday School and friends.

Rev. Randolph officiated in the Confession of Sins and Absolution and also delivered a sermon in German. Rev. A. L. Ramer preached in English. The Consecration was made by Pastor Ehinger. Dr. H. J. Whalen of the Berean Baptist Church spoke in response to the addresses of thanks extended to the citizens and press of Carbondale for their support in courtesy and contributions. The Honesdale and Petersburg Choirs, and the Germania Singing Society furnished the music for the Service. Services that evening were conducted by Prof. G. F. Spieker, D. D., and Mission Supt. Dr. A. Schaffer, both of Philadelphia. The Scranton and Honesdale Choirs furnished the music.

The Church was too small to hold the attendance

that day. Of the church building, the pastor wrote in his records, "Of the twelve churches I have established, this was the most beautiful." The decorations which won this approbation were made by Mr. Frederick Schadel.

In February of 1903, after almost seven years of faithful service the pastor, the Rev. F. Ehinger, who was now over seventy years of age, resigned. He came to Carbondale at an age when most men think of retiring. Tho he was not a rugged man but he brought the Gospel to the homes of his flock. He strove diligently in his meek and humble way to build up his flock, spiritually, numerically and financially. It was with sad hearts that his parishioners saw him leave to take a well-earned rest in his son's home.

The struggle of this little group of Lutherans to establish a church of their faith attracted the attention of others. The Rev. A. Schaffer, D. D., the Mission Supt., took an intense interest in the little church. He gave money from his personal funds, took notes that he never attempted to collect. He succeeded in persuading the Mission Board to increase its contribution. In Carbondale, Mr. E. E. Hendrick and family gave generously. The first Crucifix on the Altar was a gift to Pastor Ehinger from Father Coffey.

From February until May of 1903 there was no pastor. The congregation was served by pastors from the Conference. Sometimes services had to be held in the afternoon and other times in the evening. The Rev. Wm. Seibert was called. He was installed Aug. 1903, by the Revs. Lindenstruth and Ramer. On July 1, 1904 Pastor Seibert resigned to accept a call from the Lock Haven parish.

Then Rev. R. L. Pfeil was sent by Dr. Rehrig on Aug. 24, 1904 to conduct a service and survey the field. That same day the congregation voted to extend a call to Rev. Pfeil. He was installed September 1, 1904.

Again hopes raised. Again did the path, steep tho it was, lead out of the woods of doubts and fears. The members saw with their new leader, their Church growing stronger and more secure. The Rev. R. L. Pfeil entered the work with his whole heart and soul. There was work to be done and he was willing to do it. He performed well his duties as a pastor and did many things which usually were done by laymen, such

as the repairing of the church building or the organ. He labored diligently to increase the membership.

In Aug. 1906 the Church bought for a parsonage the property at 8 Belmont St. The cost was \$2750. An organ and water-motor was purchased from Zion Lutheran Church of Scranton. On Christmas of 1912 Pastor Pfeil dedicated three windows: the Altar window donated by Mrs. Von Beck and family, and the two west windows donated by Adam Gallinot and Louis Brunner.

In May of 1913 the Church Council voted to remodel the church building according to the plans drawn by the pastor. Buckland was awarded the contract. At this time the tower was constructed, the benches rearranged so that there would be a center aisle. A chancel was built and a furnace and gas lights installed. The lectern, which is still in the chancel, is a product of the carpenter work of Adolph Brunner. On April 1, 1914 Pastor R. L. Pfeil accepted a call to St. Paul's, Scranton. At that time there were twenty-three families on the church roll.

On Easter of that year (1914) a call was extended to and accepted by the Rev. R. E. Lucas of Hawley. He remained with this parish until Jan. 21, 1917 when he resigned to accept a call from the Archbald congregation. On March 25th he preached his farewell sermon. From then to November the church was without a pastor. On December 8th a Mr. R. Jeurgins came and supplied for about six months. In May of 1918 the Mission Board sent Rev. E. Saul to take charge until the end of the World War I. He came from Philadelphia where he had charge of the Seaman's Mission. Because the majority of the seamen he served were German, the Mission was closed for the duration of the war. At the close of the war (Nov. 1918) he was recalled by the Mission Board to assume his former duties.

At the close of 1918 Pastor B. Walther Pfeil of Hawley was invited to Carbondale to discuss the situation. He agreed to serve this parish in addition to his own, which were the congregations of Hawley, Lackawaxen and Greely. As a result of this there were services on alternate Sundays in the morning. Yet the church showed progress.

The building was raised in order that there might be a basement. The congregation wanted a place that could be used for many purposes. This basement could be used for meetings for the Ladies Aid and Luther League when desired. Here the social activities could

be held. This same room was to be used by the Sunday School every Sunday. (The raising of the building started some of the older citizens reminiscing. They remembered the time there had been a basement under the Welsh Church. For some unknown reason, the church was lowered.) The space beneath the church was filled in with dirt. In order to reduce the cost entailed in raising the building, members of St. Paul's did all the excavating. The contract to raise the building was given to Fred Brunner. In 1921 the Church Council decided to cover the side walls of the basement with wainscoting, partition off part of the basement for a kitchen and part for a boiler room. The church went deeper in debt. With no pastor occupying the parsonage, the congregation voted to sell the parsonage and help reduce the church's indebtedness. This decision took place March 15, 1920. At the Council meeting March 21, 1923, the Church council voted to revise the church by-laws in order to conform with those of the United Lutheran Church. Sunday Nov. 11, 1923 Pastor B. Walther Pfeil read his resignation. Pastor Pfeil was leaving Hawley to accept another call. Again St. Paul's was without the services of a pastor.

That same year, on Dec. 2nd Vernon Brooke Yeich a student of theology at Mt. Airy Seminary preached his first sermon here. Until his ordination on June 3, 1924, he came to Carbondale every week-end and supplied the congregation. Preceding his ordination, a call was extended to him by the congregation on Feb. 2, 1924.

Once more the road ahead was clear. The congregation attacked its problems with renewed vigor. The entire interior of the church building was remodeled. A wing was added for a Sacristy. New floors were laid over the old ones by Louis Brunner Sr. and his brother Adolph Brunner. The old splintery pews were replaced by beautiful ones purchased from DeLong Furniture Co. It was decided to replace the old church windows which consisted of small colored panes at the top part and white washed panes at the bottom. The new church windows were obtained from R. L. Smith and Sons of Philadelphia. New lights were installed. The fixtures were made by Adolph Brunner according to plans drawn by the pastor. The windows were gifts from Louis Brunner Sr., Chris Highhouse, Wm. Zimmerman, Gus Schroeder, Gus Blankenberg, Ladies Aid, Luther League, Arthur, Leland and Louis Brunner. The rewiring was done entirely by the pastor. An umbrella rack for the church vestibule was made by Louis Brunner.

The church again needed a parsonage. At a special congregational meeting the records show that "A rising vote was taken to empower the Church Council to purchase this property for the sum of \$8,000. The property referred to was located at 30 Maple Ave. April 18 1925 they paid Geo. Hudson \$2000. Mr. Hudson held a mortgage for the balance owed, and was to be paid interest at the rate of 6 per cent.

It was either in 1925 or 1926 that Pastor Yeich started to publish a church bulletin. In 1926 the Council gave Chris Gardner the contract to install an Arcola heating system in the church basement. In order to keep the cost as low as possible, it had been agreed upon that the members of the council should assist. So all the work was done evenings, that men might help with the plumbing work.

In 1927 the Church Council gave Stanley Moran the contract to paint the exterior part of the church. In 1928 a removable platform to be used by the Sunday School in the basement was constructed. In 1929 two bulletin boards were made for the church by Adolph Brunner. That same year the organ that belonged to St. Peters, Scranton was purchased. The Church Council had to agree to dismantle and bring the organ to Carbondale. So one evening in June the councilmen went in F. Schwarztrauber's truck to St. Peter's to dismantle and bring it back. Under the supervision of Mr. F. Stoekle, an organ repair man, the men not only dismantled it but set it up in St. Paul's so that Mr. Stoekle could soon have it in tune for church services. It was about 3 o'clock the following morning when the council completed their part of the job.

When the Church purchased the property at 30 Maple Ave. they had to buy when real-estate in Carbondale was at its high peak in values. This meant a heavy mortgage for the small congregation. In order to reduce the principal Pastor Yeich suggested a plan which the congregation accepted. The pastor proposed that the members loan the church money in multiples of \$25 for a period of one or two years without interest and accept notes for each \$25 loaned. These loans were to be retired not according to the date the money was loaned, but to those first who found they needed their money.

It was in 1929 that Pastor Yeich suggested the church conduct a Mission for a week. A pastor or pastors from other congregations were to have complete charge of the Mission. The first one was conducted by

the Revs. Mattes, Fischer and Bechtold. The first two pastors were from Scranton. Dr. Bechtold was the Executive Secretary of Inner Missions. The Mission was very successful. Each evening service was well attended. These Missions were conducted in 1930, 1931, 1932 and 1933. The services in 1930 were conducted by Rev. Menges, and 1931 by the Rev. Marcell of Philadelphia. The Rev. Bergh of Wilkes-Barre, conducted the Mission in 1932 and in 1933 it was conducted by Rev. Marcell.

In 1930 there was a closet built for robes, altar hangings and shelves for music. Material for a new robe was purchased. In 1931 the parsonage painting contract was given to Glen Wagner. When the church bought the organ from St. Peter's, St. Paul's sold their old organ to the Italian Presbyterian Church. That church wrote in 1932 that because of financial difficulties they could not pay off the \$50 balance. So St. Paul's church council appointed their pastor to write to their minister that St. Paul's had cancelled the debt. A letter of thanks soon followed from the Italian Presbyterian Church. In 1932 a brass rail and curtain similar to that before the choir, was placed before the organist's bench. In 1933 St. Paul's joined the other churches of Carbondale in organizing a committee to administer relief to the needy of the community. This committee functioned until the government took over the task of giving relief. We all well know the hard times the depression years produced in our country. St. Paul's lost many members because they left Carbondale to seek employment elsewhere. The other large loss was through the death of the older members who had striven so hard to establish a church of their faith in this community. Financially St. Paul's could no longer support a full-time pastor. Pastor Yeich resigned Sept., 1937.

With the departure of Pastor Yeich, St. Paul's was again without a pastor. Realizing that the congregation could not support a full-time pastor without the assistance from the Home Mission Board, the council turned to St. Luke's, Archbald and their pastor for assistance. It was agreed that Carbondale become a supply point, served by St. Luke's Pastor Steigerwalt. Oct. 1937 Pastor Steigerwalt commenced to serve the Carbondale congregation.

At the congregational meeting Jan. 28 1938 the Church Council president appointed a committee to revise the church constitution. Since no change could be made until it had been brought up as part of the

official business of three consecutive congregational meetings, the final draft was not adopted until Jan. 15, 1941. The By-Laws were revised at the same time. The committee based their work on the "Model Church Constitution," published by the United Lutheran Church.

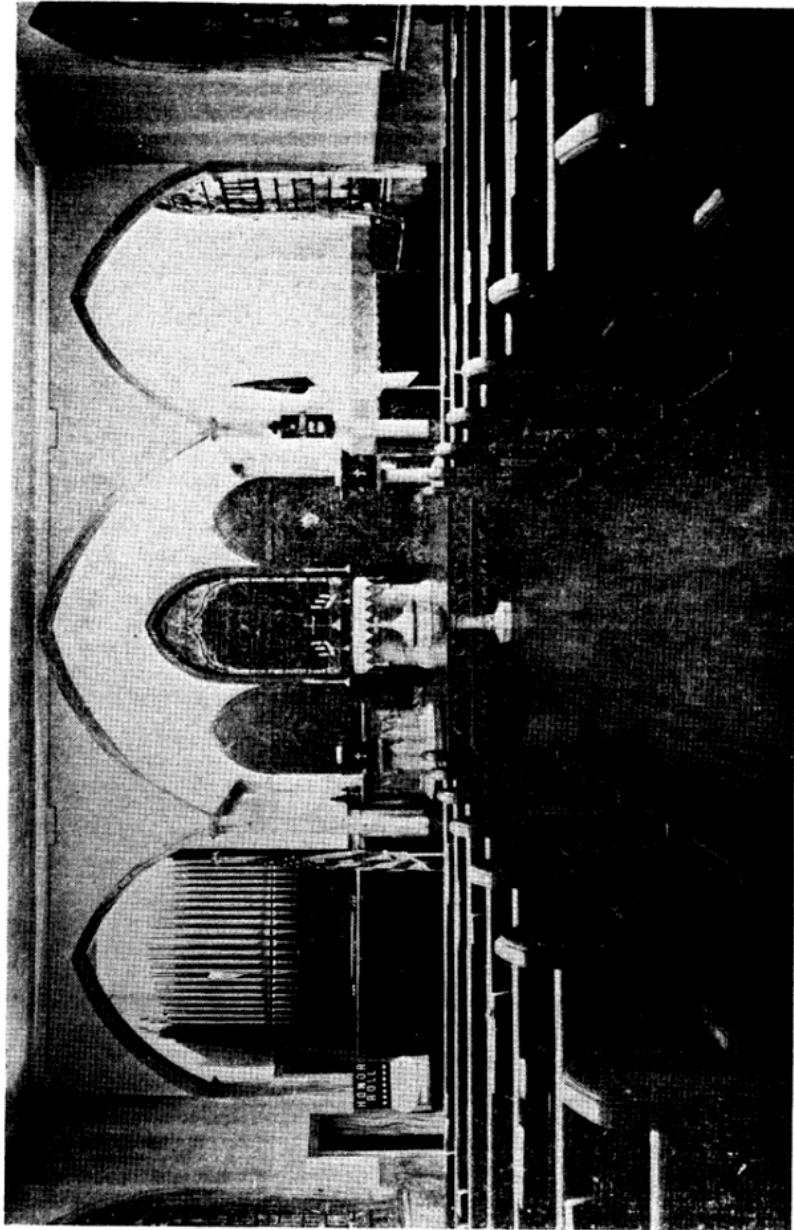
In 1938 a new furnace was installed in the parsonage. The council decided to seek a tenant for the parsonage. The income derived from the rent was to be used in reducing the mortgage on the parsonage. On April 30, 1940, the council voted to have the exterior of the church painted. Before the painting was started it was discovered that the church needed a new roof. After the roof was put on the church, the Brotherhood took over the project of painting the church. That same year John Postlethwaite was given the contract to paint and decorate the interior of the church. The men of the Brotherhood assisted in the interior painting in order to keep the cost as low as possible. Two panels were placed in the Sanctuary. To meet these heavy expenses the organizations of the church put forth extra effort to conduct affairs whereby they might raise money. The lights of the church were entirely out of harmony with the interior decorations. In 1941 through the gifts of Mrs. Highhouse, Mrs. Kagler, Mrs. Lynett, the Marci family and Geo. Schroeder, new light fixtures were obtained.

Upon the recommendation of Pastor Steigerwalt the council ordered 10 copies of "Light For Today." These booklets contain a message for each day. The booklets were to be distributed to the sick, shut-ins, and aged. The pastor has been also instrumental in getting the members interested in their excellent church weekly, "The Lutheran." Upon his advise the council adopted the use of the U. L. C. church bulletin. In 1942 he asked for the privilege to start a week-day religious training school. He conducted this school also in 1943 and 1944. The school ran for 10 weeks each time. The children attended these classes once a week after their regular public school sessions. On his staff to assist him, the pastor had Mrs. Leland Brunner, Carl Brunner and Marjorie Brunner as pianist. Refreshments were first served and grace was taught at that time. In the warm weather cookies and soda were served, and in the cold weather, the children had hot chocolate and cookies. The pastor asked Mrs. Fred Schadel and Miss Martha Marci to act as a committee to contact members of the congregation to furnish the refreshments or money for them.

In May 1946 the church paid the balance due on the mortgage of the parsonage. In Feb. of the same year a Missionary and Altar Guild was organized. During the past few years there has grown a greater realization by the members of St. Paul's regarding its relation to the Lutheran Church as a part of a national and International organization. This has been shown both by its contribution toward apportioned benevolence and its response to the calls of The United Lutheran Church in its special drives for funds for the work of the Church at large. For the past few years the women of the church have been filling jars with fruits or vegetables for some Lutheran Home.

When Pastor Steigerwalt agreed to act as a supply pastor, he accepted a difficult position as the leader of a bewildered congregation lost in a wilderness of debts. There confronted him a debt of about \$4800. This debt included the parsonage mortgage and back interest, notes, loans, balance due on the organ, and some back salaries. All these are now paid off. St. Paul's is a living testimony of the words of Christ—"as you give, so shall you receive." With fewer members to give and work, the Lord has blessed them with greater vigor to meet their local expenses as they have increased their effort to help others through The United Lutheran Church.

The memory of the dark days in our struggle for existence is dimmed by thoughts of the many blessings the Lord has bestowed upon us. Without His help and guidance we could have accomplished nought, nor could we grown or prospered. Our prayers are that He will "help us and keep us" as we work ever forward through the coming years. To the Lord and Giver of Life we render most humble thanks. "It is meet and right so to do."



CHURCH INTERIOR—1946.

The Sunday School

Although the Sunday School was organized by Pastor Ehinger and the first members of St. Paul's, there are very few records to be found concerning the Sunday School. There was one man who worked diligently for the success of the Sunday School. That man was Mr. Frank Marci Sr. He probably served for more than 30 years as Sunday School Superintendent.

Up to Feb. 1907, German was the only language used by the teachers. Then English was added. Gradually the German Sunday School classes were replaced by English ones. The first attempt at establishing a cradle roll occurred at a congregational meeting in 1908. After the church was raised, the Sunday School services were held in the basement. For years the Sunday School presented a Xmas cantata under the direction of John Byers. He was assisted by Mr. and Mrs. Leland Brunner.

Besides the present Supt. Carl Brunner, the following have served as Sunday School Superintendents: Leland Brunner, Dr. Walter Schneider, Arthur Nelson Sr., Mrs. Claire Bellamy.

THE CHOIR

Again a complete story cannot be told. Sometimes the pastor directed the choir and other times the organist did the directing. The first organist mentioned in the church records is Miss Mathilde Gerhardt. She resigned in 1905. Arthur Brunner succeeded her. He continued until the Fall of 1910. This occurred during Rev. R. L. Pfeil's pastorate. Rev. Pfeil in answer to our questions, wrote that Hattie Griebel, Rena Highhouse, and Florence Brucher were organists during his pastorate.

While Rev. R. E. Lucas was pastor, his wife directed the choir and some times played the organ. The other organist during his pastorate were Rena Highhouse and Florence Brucher.

Rev. B. Walther Pfeil wrote "We organized a new choir." There are no records of the length of time the church was without a choir.

Probably the one who has served the longest as organist and choir director was John M. Byers. He left Carbondale in 1937. There has been no Senior Choir since then.

In 1943 Rev. E. O. Steigerwalt endeavored to organize a Junior Choir. Choir robes were made for the boys and girls. For a while the response was very good. For several reasons the Junior Choir has not functioned this year.

THE LADIES AID

The Ladies Aid was organized Nov. 21, 1900 with the following members: Mesdames Louis Brunner, Wm. Schroeder, Adolph Proetzsch, Chas. Schuster, Fred Schadel, Frank Roemmelmeyer, L. Brauer, August Gerhardt. The first officers were: Mrs. Wm. Schroeder, President; Mrs. August Gerhardt, Secretary; Mrs. Louis Brunner, Treasurer.

Unfortunately some of the books containing the minutes of The Ladies Aid meetings are missing. There are times when it is difficult to describe the importance of an organization. The Ladies Aid is an example of such an organization. Always ready to work hard for their church through the means of suppers, bazaars, socials, The Ladies Aid have answered the church's call for funds to meet unusual expenses. Some times they took over the entire financial obligation, such as the cost of building the Sacristy. In 1928 the organization adopted a new constitution.

The records available show that the following have been president of the Aid: Mesdames C. Roessinger, A. Blankenberg, Mary Brunner, Ida Kagler, Helen Kroft, Helen Wagner, Ann Schneider, Anna Koch, Frieda Jacobs, Inez Collins, Margaret Brunner, Wm. Schroeder.

The success of an organization depends not only on its leaders but upon the cooperation of its members. The Ladies Aid cherishes the memories of such workers as Mrs. Kate Schuster, Mrs. Pauline Schuster, Mrs. Mary Schadel, Mrs. Antonia Schroeder, Mrs. Hattie Lieberum Koenig. They were always willing to do more than their share of the work.

THE MISSIONARY AND ALTAR GUILD SOCIETY

In Feb. 1946, the Missionary and Altar Guild was organized. An attempt was made a few years before

to organize. In the interim this small group of women functioned unofficially as an Altar Guild. The Guild has been able to have part of the closet in the Sacristy remodeled so that there will be a proper storage space for the Altar linens. This society devotes the major part of its monthly meetings to the study of the topic outlined by Women's Missionary Society.

The following are the first officers of the organization: Mrs. Margaret Brunner, President; Mrs. Eleanor Pittaway, Secretary; Mrs. Frieda Jacobs, Statistical Secretary; Mrs. Esther Brucher, Treasurer.

THE LUTHER LEAGUE.

The Luther League was organized Nov. 21, 1897 at a meeting held in the church. Sixteen persons attended. The following officers were elected: Pastor, Ehinger, President ex officio; Fred Schadel, Vice President; Anna Warg, Secretary; Geo. Schroeder, Treasurer. On Nov. 28th they met at the home of Wm. Schroeder and adopted a constitution. The Misses Anna Byers, Elizabeth Scheer, Helen Nagel, Anna Proetzch, the Messers Paul Ihlefeldt, Adolph Brunning, Fred Brunning, Arthur Schalm, Albin Engel, Chas. Baum, Mr. and Mrs. Louis Brunner, Mr. and Mrs. Wm. Schroeder, were among the first members. The meetings were conducted in the German language until 1907 when it was decided to change to the English. The books containing the records of the years from 1909 to 1926 are missing.

In 1926 the League purchased folding card tables to be used in the church basement during social affairs. The League purchased the green and white stoles, the material for the red and white Altar Paraments, and material for the pastor's Surplice. The League paid for the construction of the receptacle in which the church envelopes are deposited. In 1930 the League paid for the building of a retable.

As a memorial to the departed Luther Leaguers, the League purchased an Altar edition of the Service book for the church. Back in the late twenties the League established the custom of purchasing the palms and using them to decorate the church on Palm Sunday. After church service that day the palms were distributed among the congregation. At one time the League also bought the candles for the Altar. In 1946 the League voted to sponsor a parish abroad at the cost of \$50 a year.

For years after the League was organized, the

pastor was the presiding officer. Since 1926 the following have been president of the Luther League: Fred Schadel Jr., Ted Engle, Herman Brooks, Kerlin Morgan, Ernest Brucher, Mrs. Margaret Brunner, Mrs. Hazel Bellamy, Mrs. Leona Mosher, Mrs. Eleanor Pittaway.

THE MEN'S CLUB

At the Council meeting April 1922, a motion was made that a Men's Club be organized. This organization functioned until about 1936 or 1937. During this period Leland Brunner acted as Chairman and John Byers as Secretary and pianist. A social session was held each month. Speakers were obtained for these meetings. A Glee Club was organized among the members. Community singing was always part of the program. There was always an excellent lunch served after the meeting.

September 1938 it was reorganized and called The Brotherhood. In 1943 new By-Laws were adopted. Back in 1940 the men of the organization agreed not only to paint the church but raise the money necessary for the material. Many friendly social sessions have taken place between St. Paul's and St. Luke's Archbald organizations.

Early in the history of its activities there was conducted a "Pig Roast." This has become so popular that there is a big demand for the tickets through out the community by the men. Last January the 19th Annual "Pig Roast" was held. Although there was a year or two when there were no meetings held, the men held this annual affair. The cooking was done by the Ladies Aid. The women of the Luther League assisted in the serving.

The men took over two objectives: raising enough funds to pay for the cost of coal and the fire insurance on the parsonage and the church.

When it was reorganized in Sept., Leland Brunner was elected president for the remaining months and for 1939. Since then the following have served:

Wilbert Schwarztrauber (1940), Claire Bellamy (1941), Ernest Brucher (1942), Adam Chrastina (1943), Herman Brooks (1944), Walter Brunner (1945), Herman Brooks (1946).

Honor Roll of World War II

Robert Ashby	*Donald Moore
Russeli Ashby	William Moore
C. Vernon Bellamy	Arthur Nelson
Ernest Deutsch	Charles Nelson
Carl Gallinot	Albert Pittaway
Gus Gallinot	Arthur Ross
John Gallinot	William Schroeder
Ernest Griebel Jr.	Harold Schwarztrauber
Alfred Jacobs	Ronald Thompson
Robert Koch	Charlotte Pittaway
	Robert C. Koch
	*War Casualty

Memorial services for Donald Moore were held
October 24, 1945.

Rambling Thru The Records

FROM the time St. Paul's was organized, two men served their church as councilmen until their death: Wm. Schroeder, charter member councilman until 1920 (24 years); Louis Brunner, charter member and councilman until 1928 (32 years.)

The Church Council invited The Ladies Aid "zum gemuhtlich Zeit in Germania Society Hall."

Two social events eagerly awaited by the people of Carbondale were the annual Sauerkraut Supper of The Ladies Aid and the Strawberry Social and Dance held in Watt's Hall by The Luther League.

According to the records, back in July 1905, Arthur Brunner was elected as organist for the remainder of the year. Salary for the 6 months was \$10.

In 1931 Mrs. Peter Lippert gave \$5 toward establishing a Memorial Fund.

In the early years of the church, the pastor always officiated as the president of the church council. Sometime in 1918 or 1919 Louis Brunner Sr. became the first layman president. He served until 1923. Those who followed are: Gus Schroeder (Feb. 1923-Jan. 1924); C. A. Koch (Jan. 1924-Jan. 1931); Elmer Highhouse (Jan. 1931-June 1931). Pastor Yeich, presided until a president was elected (Aug. 1931-Jan. 1932); Frank Marci Sr. (Jan. 1932-Jan. 1937); J. M. Byers (Jan. 1937-March 1937); C. A. Koch (March 1937.)

An outstanding social event in 1930 was a congregational dinner with Dr. Hoover of Carthage College as the speaker.

Mrs. Helma L. Moore was the first and only one since St. Paul's has been established, to leave the church a bequest in a will.

The church parsonage on Belmont Street was sold for \$4000.

In 1920 the council voted to give \$50 a year to Synod. It was to be paid in 2 installments.

St. Paul's has raised its quota to date in all the Lutheran World Action campaigns.

In the early years of the church, the church was heated by two stoves; one on the north side and the other on the south. It was a case of almost roasting when one sat close to the stove and freezing if one sat too far away.

Xmas scenes in the Church years ago: There was a large Xmas tree with brightly burning candles. Seated with the Sunday School children was a member of the church council. He held a very long pole. At the end of it, securely fastened was a wet cloth. Suddenly while a child was reciting, the man would walk around the tree extinguishing the candles that might ignite the tree.

In 1944 the annual World Day of Prayer sponsored by the Protestant women was conducted in Carbondale in St. Paul's with the ladies of the other Protestant churches participating.

In 1944 the first Girl Scout troop commenced holding its meetings in the church basement. Its leader, Mrs. Bernard Plessner (nee Dorothy Brunner), is a member of the congregation.

During World War II the council adopting Pastor Steigerwalt's suggestion, sent New Testaments to its boys in the service.

The following men died while they were serving their church as councilmen:

Frank Marci, Died 1937—Served about 32 years.

Harry Kagler, Died 1937—Served about 9 years.

Adam Gallinot, Died 1940—Served about 32 years.

F. G. Koch, Died 1946—Served about 20 years.

Of the present council members, Ernest Brucher has served over 10 years; Herman Brooks, over 15 years; C. A. Koch, over 20 years; Leland Brunner, over 25 years.

Among the early members still living in Carbondale are Frank Roemmelmeyer, Adolph Brunner and Geo. Schroeder, all former members of the church

council. Others who still reside here are Mrs. Adolph Brunner, Mrs. Jos. Krantz and Mr. and Mrs. E. Griebel.

Mrs. Philipin Ludwig was secretary of the Ladies Aid for 25 years, and Mrs. Louise Highhouse served as treasurer for the organization for 25 years.

In the Luther League records we read: "Resolved that henceforth the meetings be conducted in the English but German may be used by any member if so desired and the president shall be bound to translate any resolution if any member should ask for it."

For years the church paid only between ten and twenty per cent of its benevolence apportionment. In 1943, it attained 38.3% of it. In 1944 it had risen to 60% and in 1945, to 87%.

The Ladies Aid have been placing Easter Lillies in the church every Easter. The year this custom was established is not now known. The Ladies Aid later sent the flowers to the sick members of the congregation.

In the past the Luther League has successfully presented a number of plays. Its Hallowe'en Party has become an annual affair.

October 6, 1906, Rev. R. L. Pfeil married Miss Helen Naegle, a member of his own congregation. The wedding took place in Wilkes-Barre with a personal friend, the Rev. E. H. Behrens, officiating. The members of both churches were invited to the church wedding, and to the festivities in parish hall and house after the ceremony.

When Pastor B. Walther Pfeil consented to help out at Carbondale, he was serving a pastorate consisting of 5 churches. Services were conducted the first and third Sundays of each month in German at 10:00 A. M., in English at 11:00 A. M. Sunday School was conducted every Sunday at 12:00 noon.

The cost of installing the kneeling benches was assumed by individual members of the congregation.

During World War II some of the women of the church did Red Cross sewing. The Red Cross placed 2 electric sewing machines in the church basement. The very small group made almost a 100 garments.

St. Paul participated in both the Lutheran Salvage Drive and the one conducted by the United Protestant Churches.

Gifts to the Church

Crucifix—by Father Coffey

1907—Baptismal Font, by Mr. and Mrs. E. Griebel, in memory of daughter.

1912—Altar Window, by Mrs. Von Beck and family, in memory of husband and father.

Window, by Louis Brunner Sr.

Window, by Adam Gallinot.

1913—Lectern, by Adolph Brunner.

1924—Window, by Mrs. Wm. Schroeder and family, in memory of husband and father.

Window, by Arthur, Leland and Louis Brunner, in memory of mother.

Window, by Mr. and Mrs. Wm. Zimmerman.

Window, by Mr. and Mrs. Louis Brunner.

Window, by Mr. and Mrs. August Blankenberg.

Window, by Mr. and Mrs. Chris Highhouse.

Window, by The Ladies Aid.

Window, by The Luther League.

Hymn Boards, by Adolph Brunner.

1935—Cancelled note of \$360, by Arthur Brunner.

Cancelled note of \$360, by Leland Brunner.

1937—Bible (Pulpit), by Luther League, in memory of Frank Marci Sr.

1940—Rose Window, by Herman Brooks, in memory of his mother.

Altar Vases, by Mrs. Leland Brunner, in memory of her parents.

U. S. Flag, by Vassar Jones.

1941—Light (Narthex), by Mrs. C. Highhouse, in memory of her husband.

Light (Nave), by Mrs. James Lynett, in memory of her father.

Light (Nave), by Mrs. F. Marci and family, in memory of husband and father.

Light (Nave), by Mrs. Ida Kagler, in memory of her husband.

Light (Nave), by Geo. Schroeder.

1942—Curtains, by Sunday School.

- 1945—Christian Flag, by Luther League.
 Candle Lighter and \$25.00, by Mrs. G. Gallinot and family, in memory of husband and father.
 Black Scarf (to be used on Good Friday), by Miss Florence Llewellyn.
- 1946—Communion Veil, by Mrs. Leland Brunner and Mrs. Edw. Jacobs.
- 1946—Superfrontals (2), by Mrs. A. Solt and daughter, Mrs. M. Pettinato, in memory of husband and father.
 Fair Linen and 9 Purificators, by Mrs. Bernard Plessner.
 Altar Reading Desk, in memory of Donald Moore, by congregation and friends.
 Bible (Lectern), by congregation, in memory of departed councilmen.
 Bulletin Board, by Mrs. Geo. Miller, Mrs. Herman Brooks and Mrs. Ernest Brucher, in memory of their parents.
 \$100.00, bequest of Mrs. James Moore.

No Date—

- Choir Loft Hangings, by Mrs. H. Kagler.
 Veil, Napkins, Superfrontal, by Mrs. H. Kagler.
 Cross, by Mr. and Mrs. W. H. Yeich and Children, in memory of son and brother.
 Piano and Music Cabinet, by Mr. and Mrs. V. E. Kroft.
 Hangings (Organ), by the choir.
 Altar Service Book, by Luther League, in memory of departed members.
 Altar Boys' Gown, by Mrs. Frank Koch.
 Candle Sticks and \$16.00, by Mr. and Mrs. Peter Lippert, in memory of daughter.
 \$5.00, by Mrs. Anton Hoffman, in memory of her husband.
 \$100.00, by sons and daughters of Mr. and Mrs. F. G. Koch, in memory of their parents.
- Altar Paraments—
 Green, made and donated by Mrs. C. A. Koch and Mrs. Leland Brunner.
 Violet, material purchased by Sunday School and made by Altar Guild.
 White and Red, by the Luther League.
- 64 Church Hymnals, by members of congregation and organizations of the church.

Program

The Service—Sunday, November 10 at 11 A. M.
Golden Anniversary Celebration—Sunday, November 10 at 7:30 P. M.

Speaker, The Rev. E. E. Fischer, D. D., President of Ministerium of Pennsylvania.

Anniversary Dinner—November 11 at Durfee Hall.

Community Night—November 12 at 7:30 P. M.



FIFTIETH ANNIVERSARY COMMITTEES

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Ernest Brucher Mrs. Bernard Plesser Carl Brunner

Program Committee.

Rev. E. O. Steigerwalt, Chairman

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Mrs. C. A. Koch Mrs. Ida Kagler

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THANKS.

To all the members of the committees, I wish to express my appreciation for their efforts to make this, St. Paul's Golden Anniversary Celebration, possible.

Leland Brunner, General Chairman.

Sponsors

(As of October 28th, 1946)

The congregation wishes to express its sincere gratitude to the following sponsors, through whose liberality this Anniversary Booklet can be issued:

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ANNIVERSARY COMMITTEE

Slavic Immigrants

Between 1880 and 1900, large numbers of eastern and southern European immigrants settled in the anthracite region. Generally known as Slavs, they largely came from Eastern Europe and the Balkans, and included Poles, Ukrainians, Czechs, Slovaks, Serbians, and Croatians, many people from Czarist Russia and Austria-Hungary. Most of the newcomers were unskilled Catholic and Greek Orthodox peasants, mistrusted by native-born Americans.

Non-Slavic immigrants from Lithuania, Hungary, and Italy who came to the region during this period experienced similar patterns of discrimination and distrust from native-born Americans and earlier immigrants, such as the Irish and Germans.

Many of these Slavic immigrants to America in the period 1880-1900 worked in the anthracite mines and on the railroads of Northeastern Pennsylvania.




Slavs are an Indo-European ethno-linguistic group, who speak various Slavic languages of the Balto-Slavic language group. They are native to Central Europe, Eastern Europe, Southeastern Europe, Northeastern Europe, North Asia, Central Asia and West Asia. From the early 6th century they spread to inhabit most of Central, Eastern and Southeastern Europe.

Slavs are the largest ethno-linguistic group in Europe. Present-day Slavic people are classified into three distinct groups:








West Slavs (chiefly Czechs, Poles and Slovaks)

-  Czech Americans
-  Kashubian Americans
-  Polish Americans
-  Silesian Americans
-  Slovak Americans
-  Sorbian Americans

East Slavs (chiefly Belarusians Russians, and Ukrainians)

-  Belarusian Americans
-  Russian Americans
-  Rusyn Americans

South Slavs (chiefly Bosniaks, Croats, Macedonians, Montenegrins, Serbs, Slovenes and Bulgarians).

-  Bosnian Americans
-  Bulgarian Americans
-  Croatian Americans
-  Macedonian Americans
-  Montenegrin Americans
-  Serbian Americans
-  Slovenian Americans

Slavs can be further divided along the lines of religion.

The Orthodox Slavs include the Belarusians, Bulgarians, Macedonians, Montenegrins, Russians, Serbs, and Ukrainians and are defined by their use of Orthodox customs and the use of Cyrillic script as well as their cultural influence and connection to the Byzantine Empire.

The second most practiced and common religion amongst the Slavs is Roman Catholicism. The Catholic Slavs include Croats, Czechs, Kashubians, Poles, Silesians, Slovenes and Slovaks and they are defined by influence and heritage and connection to Western Europe.

There are also substantial Protestant and Lutheran minorities (especially amongst the West Slavs).

The least common and third largest religion amongst the Slavs is Islam. Muslim Slavs include the Bosniaks, Torbesis, and other Muslims of the former Yugoslavia.

The Pulaski Monument in Courthouse Square, Scranton, was dedicated in 1973 by Lackawanna County's Polish-American citizens to honor Casimir Pulaski, a Polish Revolutionary War hero who is known as the Father of the American Cavalry. The granite relief carving was produced by Franco Marchini, an Italian immigrant.

The Thaddeus Kosciuszko Monument in Courthouse Square, Scranton, was dedicated in 1998 to recognize Polish immigrant General Kosciuszko, known as the Father of American Military Engineering after he designed numerous forts during the American Revolution.

More on the Rusyns:



Rusyns are Eastern Slavs.

Rusyn Americans (also known as Carpatho-Rusyn Americans or Ruthenian Americans) are citizens of the United States of America, with ancestors who were Rusyns, born in Carpathian Ruthenia, or neighboring areas of Central Europe. However, some Rusyn Americans, like some Rusyn Canadians, identify themselves as Slovak Americans, Russian Americans, or Ukrainian Americans.

Since the Revolutions of 1989, there has been a revival in Rusyn nationalism and self-identification in both Carpathian Ruthenia and among the Rusyn diaspora in other parts of Europe and North America.

Rusyns began immigrating to the United States in the late 1870s and in the 1880s. Upon arrival in North America, the vast majority of Rusyns identified with the larger state that they had left. It is, therefore, impossible to know their exact number. It is estimated that between the 1880s and 1914 some 225,000 Carpatho-Rusyn immigrants came to northeastern United States.^[1]Based on immigration statistics and membership records in religious and secular organizations, it is reasonable to assume that there are about 620,000 Americans who have at least one ancestor of Rusyn background.

At the time of the first and largest wave of immigration (1880s to 1914), the Rusyn homeland was located entirely within the Austro-Hungarian Empire. In both parts of Austria-Hungary, the economic situation for Rusyns was the same. Their approximately 1,000 villages were all located in hilly or mountainous terrain from which the inhabitants eked out a subsistence-level existence based on small-scale agriculture, livestock grazing (especially sheep), and seasonal labor on the richer plains of lowland Hungary.

Since earning money was the main goal of the immigrants, they settled primarily in the northeast and north central states, in particular the coal mining region around Scranton and Wilkes-Barre in northeastern Pennsylvania, and in the Pittsburgh and Erie areas of the western part of that state. Other cities and metropolitan areas that attracted Rusyns were New York City and northeastern New Jersey; southern Connecticut; the Binghamton-Endicott-Johnson City triangle in south central New York; Cleveland and Youngstown, Ohio; Chicago, Illinois; Gary and Whiting, Indiana; Detroit and Flint, Michigan; and Minneapolis, Minnesota. By 1920, nearly 80 percent of all Rusyns lived in only three states: Pennsylvania (54 percent), New York (13 percent), and New Jersey (12 percent).

Like other eastern and southern Europeans, Rusyns were effectively segregated from the rest of American society because of their low economic status and lack of knowledge of English. This was, however, a relatively short-term phase, since the American-born sons and daughters of the original immigrants had, by the late 1930s and 1940s, assimilated and become absorbed into the American mainstream.

5th Rusyn Genealogical and Heritage Conference, King's College

We received in the mail in September 2017, from Sharon Jarrow, 599 Fehr Rd, Nazareth, PA 18064, the material given below about the 5th Rusyn Genealogical and Heritage Conference, King's College.

In those materials, we read: "Mark your calendars for a truly fantastic conference. The Eastern PA Chapter is hosting the 5th Annual Genealogy and Heritage conference. It will be held at Kings College in Wilkes-Barre, Pa. Date is Saturday, September 30 from 9-4. Prominent speakers, Dr. Magoscsi and John Righetti will present extraordinary lectures on the history and culture of the Rusyn people. / It will be an incredible day. Breakfast buffet and lunch will be available. Assistance with translation of documents will be provided. Shop at the Eastern European Market or take a chance at the basket raffle. Most importantly join in with fellow Rusyns. Share those family stories and tell of your exciting travels to Europe. Public is invited. Registration fee to be determined. / More details to follow. RSVP as seating is limited. Contact person: Sharon Jarrow - 610-759-2628 or shangp@rcn.com."

The graphic given below was part of the announcement of this 5th Annual Rusyn Genealogy and Heritage conference at King's College, Wilkes-Barre, PA:



At slovakia.org, we find the following article by Richard D. Custer:

“What is a Rusyn?”

By Richard D. Custer, Washington, DC

Rusyns (sometimes spelled Rusins, or called Carpatho-Rusyns signifying their villages being in the Carpathian Mountains) are one of the many nationalities/ethnic groups of Slovakia, along with Slovaks, Hungarians, Germans, and Romanies (Gypsies). Rusyns are eastern Slavs, which means that their history, culture, and language are rooted in the medieval Kievan Rus' kingdom (Slovaks, by contrast, are western Slavs), although Slovaks and Rusyns have lived together on the same territory for nearly 1000 years (and share some cultural traits). Traditionally, almost all Rusyns belong to the Byzantine/Greek Catholic or Orthodox Christian churches. Rusyns have

never had their own country, but their homeland today lies in 3 countries: Slovakia, Ukraine (the Transcarpathian Oblast, former Subcarpathian Rus/Ruthenia, part of Czecho-Slovakia from 1919 until 1939), and Poland (the Lemko Region, formerly part of Galicia). There are approximately 1.5 million Rusyns in Europe today, and about 120,000 of them are in Slovakia.

Most Rusyns in Slovakia live in the east, mainly in the districts of Star Lubovňa, Spiš Nov Ves, Bardejov, Svidník, Stropkov, Medzilaborce, Humenné, and Snina, and in the city of Prešov. The large towns of Svidník, Medzilaborce, and Stakčín are mostly Rusyn-inhabited, and in all there are over 300 mostly-Rusyn villages in Slovakia. Some of the better-known are, in former Spiš County: Osturňa, Veľké Lipníky, Folvark (today Straňany), Litmanov, Orjabina/Jarabina (also, Jarembina), Jakubany, Kamienka, Ihľany/Hodermark, Torysky, Olavica, Nin Repae, Porč, Zvadka, Slovinky, Helcmanovce, and Kojov; in former Ari County: Mal Lipník, Matysova, Sulín, Lutina (Ljucina), Malcov, ambron, Blaov (no longer existing), Telbach (now Tich Potok), Čirč, Lukov, Vyn/Nin Tvaroec, Becherov, Lodomirov, Vyn/Nin Komarník, and Krajná Čorná; in former Zemplín County: Habura, Čertín, Mikov, Olka, Čabiny, Krsný Brod, Vyrava, Vilagy (now Svetlice), Pčolín, Nov Sedlica, Klenov, Kalná Roztoka, Valakovce; and in former U County: Klokočov, Beňatina, and Podhorod. Also, most villages with "Rus" in their name are Rusyn-inhabited, e.g., Ruská Vola, Ruská Poruba, Ruská Hrabovec, Ruská Bystrá, Ruský Potok, Ruský Volov, Ruská Nová Ves.

Rusyns speak a language also called Rusyn (which like all languages has a number of different dialects). The language spoken by Eastern Slovaks and Rusyns is similar in many ways, but for example, verb infinitives in Rusyn end in -iti, e.g., "hovoriti", "hvariti", or "bisidovati" (all three meaning to speak), whereas the East Slovak "to speak" is "hutoric" and literary Slovak is "hovorit." Rusyn is written in the Cyrillic alphabet, but the Latin alphabet has also been used, especially in Slovakia. Since 1995, a codified, standard literary language has been in use in the Slovak Republic.

Rusyns have typical Slavic first names like Michael (Michal or Michajlo), John (Jan or Ivan, nicknames Vaňo or Janko), Marija (Marja, Marka, Marička), Helen (Olena or Helena) and Anna (Hanna, Hanka, Haňa) or Anastasia. But several first names are peculiar to Rusyns (and extremely rare among Slovaks): for males, Vasil (Vasko), Dimitrij (Mitro), and Demjan (i.e., Damian); for females, Paraskeva (Paraska, Pajza, usually anglicized to Pearl), Hafia, and Tekla. Rusyn surnames vary widely, many ending in "skyj", but some other common endings are "čák", "čik", "jak", "ňak" or "nyak", "ko" or especially "nko" and "sko", "iin" and "ovič". Examples of these are Brudňák, Rybovič, Herko, Krupiňák, Hricko, Hrinko, Hvozdovič, Jasenčák, Korčák, Kačák, Kovalčík, Krajňák, Vislockyj, Zavackyj, Rusinko, Rusiňák, utak, Timko, Lipčák, Vovčko, Hopko, Vaenko, Sosenko. Some contain forms of first names: Fedorčák, Michaliin, Mihalko, Mihalič, Pavelčák, Petrisko, Petrik, Daňo, Demčák, Vasilenko, Vasilko, Mitro, Mitrenko, Miterko, Demko, Demjan, Havrilak, Ivančo, Ivančo, Jankura (from Janko -- John),

Jurčiin (from Jurko -- George), Kuzmjak (from "Kuzma"), Lukač, Lukačik, Lukacko, Onufriak (from Onufrij), Semančik (from Seman -- Simeon), Stefanisko. Others might signify coming from a certain Rusyn village: Jarabinec, Jakubjanskýj, Čukalovčak (from Čukalovce, Zemplín), Haburčak, Krenickýj (from Krynica in the Lemko Region of Poland), Zavačan (from Zavadka, Spiš). Other examples of common Rusyn last names are Beňo, Dugan, Holovač, Kapral, Kundrat, and Uram.

In Slovakia, Rusyns are best known for their wooden Greek Catholic and Orthodox churches (some of which are in outdoor museums - SKANZENS - in Stará Ľubovňa, Svidník, and Humenné) and their icons (especially those in the Ari Museum in Bardejov), their Easter eggs (pisanky or kraanky), and their folk dancing and singing. Folk festivals of Rusyn folksong & dance ensembles are held annually in Svidník, Medzilaborce, Kamienka, Bardejov, Mikov, Píchn, and elsewhere. One of the most popular Rusyn folksongs is "Červená ruža trojaka" -- "Red rose," but Rusyns also share songs with their Eastern Slovak neighbors, like "Rozmarija", "Ja parobok z Kapuan", and "Od Ungvara." In recent years, Rusyn songs like "Krjačok lalijovýj" and many others have been popularized throughout Slovakia by well-known Rusyn singers Anna Servická, Anna Poračová-utáková, Ľepan Lukacko & Jan Karaffa, and Ľepan Vasilenko & Ladislav Dupin. In the 1950s, the Rusyn nationality in Czecho-Slovakia was declared to be Ukrainian. The vast majority of Rusyns refused a Ukrainian identity, instead declaring their nationality as Slovak. Rusyn cultural institutions were changed to Ukrainian, and the use of the Rusyn language in official communications ceased. In consequence, most villages had only a Slovak-language school and a Slovak identity and orientation were adopted by most of the Rusyn populace, and they were, in effect, de-nationalized.

Today Rusyns in Slovakia are undergoing a revival after the fall of Communism in 1989. Today they have their own weekly newspaper (NARODNÝ NOVINKÝ), magazine (RUSYN), radio programs (from Prešov), art museum (the Warhol Family Museum of Modern Art in Medzilaborce), dramatic theatre (the Alexander Duchnovič Theatre in Prešov, which performs classic and new plays in the Rusyn language); and since 1997-98 school year, some elementary schools in towns and villages provide instruction to their students in the Rusyn language in addition to Slovak, the national language of Slovakia. Their struggle now is to reverse tens of years of denationalization and assimilation into the dominant Slovak nationality.

Most Rusyn immigrants to America came between 1880 and 1914, to places like New York City, Passaic, NJ, Bridgeport, CT, the eastern PA hard coal regions [emphasis added], western PA (esp. Pittsburgh and Johnstown), Cleveland, Chicago, Minneapolis, and Detroit. Today smaller numbers of Rusyns are coming from Slovakia, especially from villages like Litmanov and Jarabina, mostly to metro New York/New Jersey. Over 750,000 Americans have at least one Rusyn immigrant ancestor [emphasis added]. Rusyn Americans have made names for themselves

in many fields: actresses Sandra Dee and Lizabeth Scott, actor Robert Urich (half-Rusyn, half-Slovak), artist Andy Warhol, boxer Pete Latzo, Marine Sgt. Michael Strank who raised the U.S. flag on Iwo Jima, composer Peter Wilhousky, and Washington Capitals hockey star Peter Bondra.

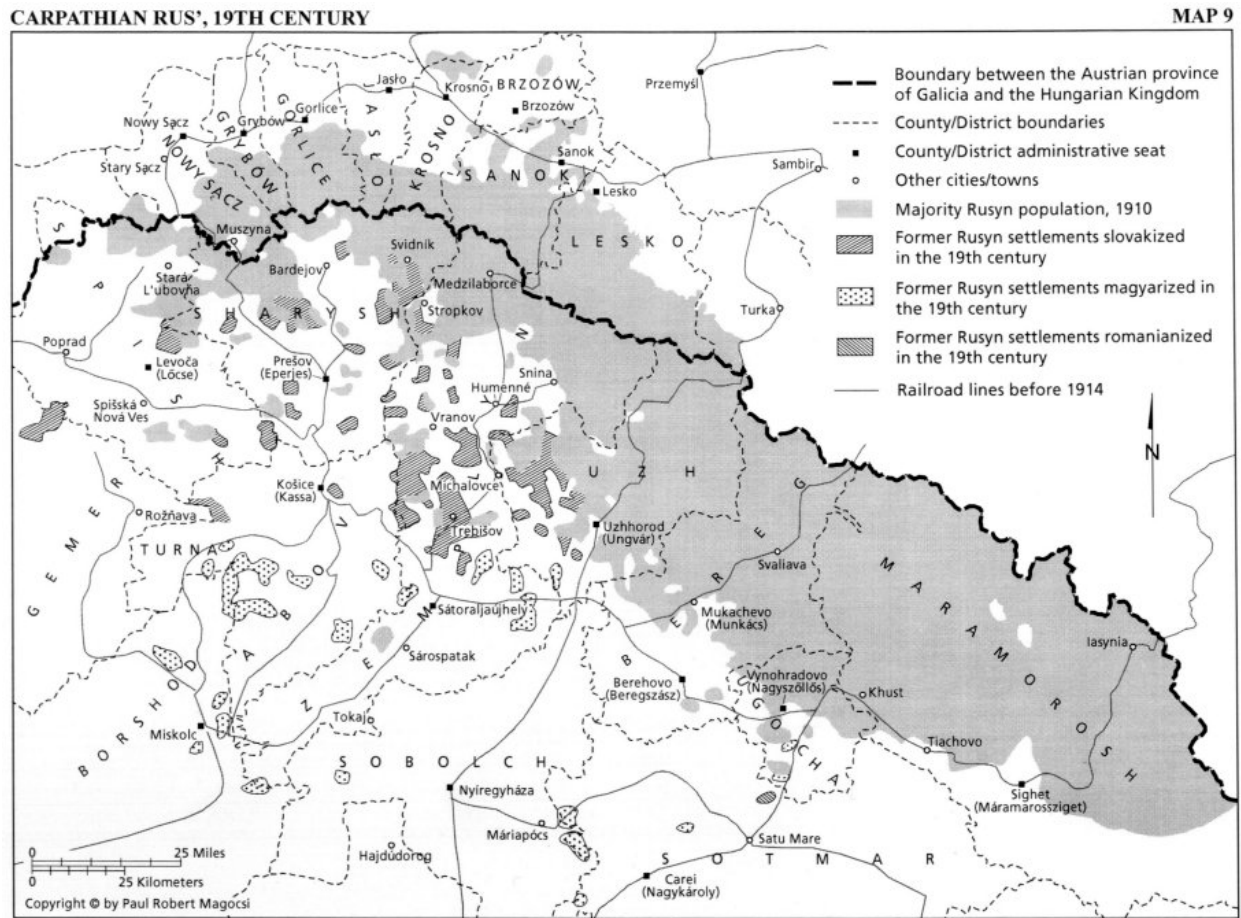
If you're interested further in this topic, or think you may have Rusyn heritage, the Carpatho-Rusyn Society , 125 Westland Drive, Pittsburgh PA 15217, can help you out. Books about Rusyns in Europe and America (and a map of villages in Carpatho-Rusyn areas of Slovakia, Hungary, and Ukraine) are available from the Carpatho-Rusyn Research Center , 7380 SW 86 Lane, Ocala, FL 34476-7006.

The author is a founder of the Carpatho-Rusyn Society and the editor of its bi-monthly newsletter, *The New Rusyn Times*”.

Rusyn, or, specifically, Carpatho-Rusyn, is a vernacular spoken in the Transcarpathian Region of Ukraine; northeastern Slovakia; in Vojvodina, Serbia; southeastern Poland, where the Rusyn dialect is generally known as *Lemkowski*, after the characteristic word *лем/lem* (meaning "only", "but" and "like"); Hungary (where the people and language are called *Ruszin*); and northern Maramureș, Romania, where the people are called *Ruteni* and the language *Ruteană*.

Rusyn has two distinctive dialects: Carpatho-Rusyn, which is spoken in Ukraine and is closely related to Ukrainian and Russian; and Panonian-Rusyn, which is spoken in Slovakia, Hungary and the Serbian province of Vojvodina and is more closely related to West Slavic languages, particularly Slovak, with some influence.

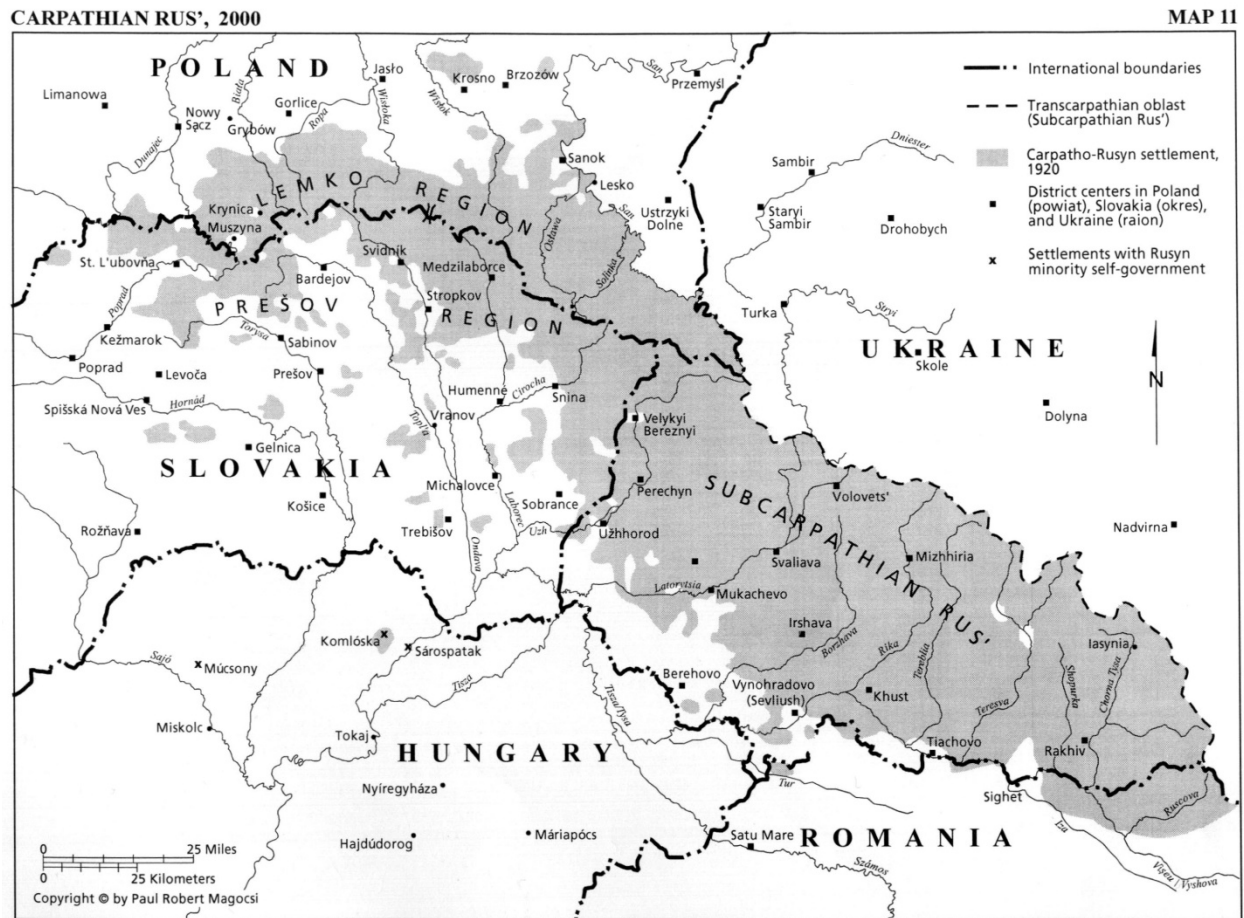
Carpatho-Rusyn map: 1



Carpatho-Rusyn map: 2



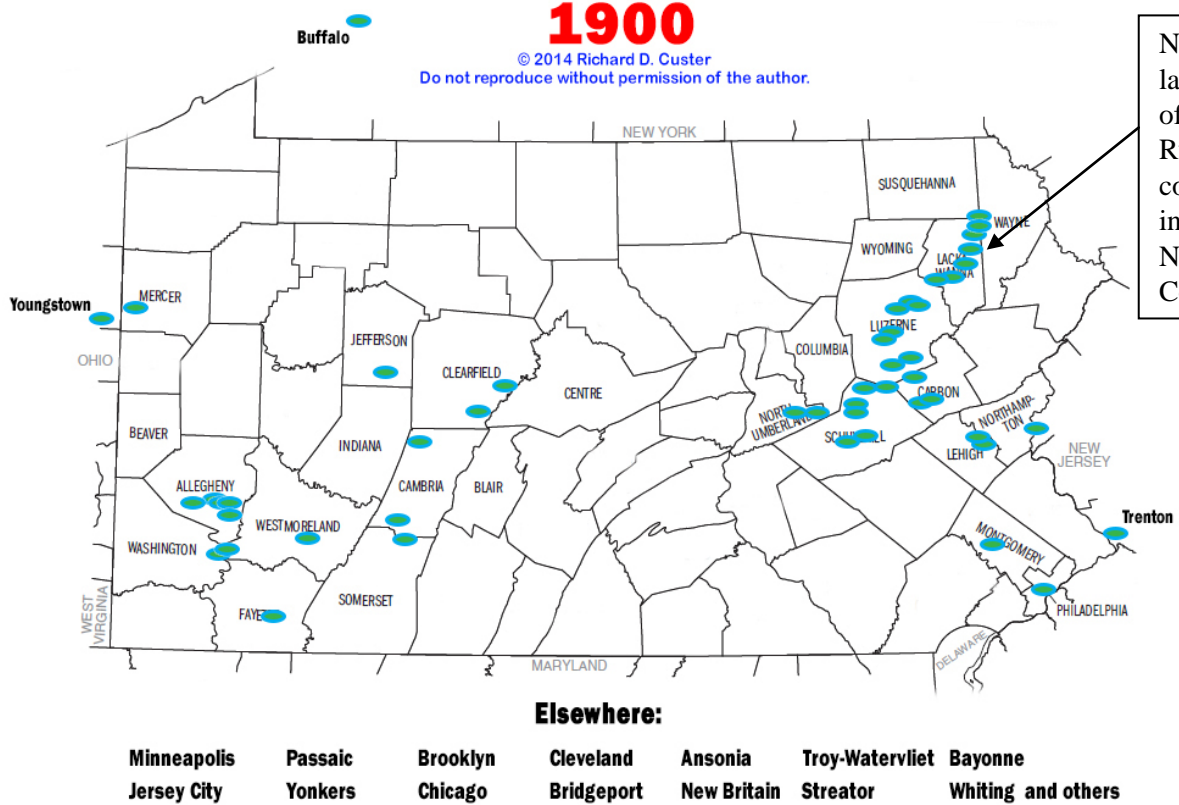
Carpatho-Rusyn map: 3



Carpatho-Rusyn map: 4



Organized Carpatho-Rusyn Communities in the United States



More on the Ukrainians:

The Ukrainian Memorial in Courthouse Square, Scranton, was installed in 1988 to commemorate 1,000 years of Ukrainian Christianity.

The First Wave of Ukrainian Immigration to America:

Although individual Ukrainians had come to the United States earlier, the first mass wave immigrated in the late nineteenth century, coinciding with the period of American industrialization. This group, numbering more than 350,000, began to arrive in 1877 as strikebreakers to work the Pennsylvania mines. Most of them came from western Ukraine, particularly the Lemko and Transcarpathian regions. In search of prosperity, they read advertisements which promised earnings ten to twenty times greater than they could hope for in the Ukraine. So they left their families, traveled to the ports of Bremen, Hamburg, Rotterdam, and Antwerp, and were packed into steerage on ships for the long journey to America.

When they reached the immigration check at Ellis Island, they waited in fear since a good number each trip were sent back. Those who made it through concentrated in the factories, steel mills, and foundries in Cleveland, Akron, Rochester, Buffalo, Syracuse, Chicago, and Detroit, as well as in Pennsylvania cities. Before World War I, 98 percent of Ukrainians settled in the northeastern states, with 70 percent in Pennsylvania. Men who had left wives and children in Ukraine first worked and then, when they could support them, brought their families over. They settled in urban villages near other Slavs, Poles, Jews, and Slovaks, seeking a sense of community to replace the one they had left. Their lives centered on the neighborhood church, saloon, general store, and boarding houses.

Unlike the Ukrainian Canadians, few of the early Ukrainian Americans farmed. By the time the first wave crossed the ocean, most of the free land had been distributed already and these new immigrants had no money to buy land. There were, however, isolated groups such as the Stundists (Baptist Evangelicals) who did farm, first in Virginia then in North Dakota. There were also small groups who chose to follow Orthodox priest Ahapii Honcharenko (1832-1916)—often considered the first nationality-conscious Ukrainian—to Alaska in the 1860s and Dr. Nicholas Sudzilovsky-Russel to Hawaii in 1895. Sudzilovsky-Russel was elected to the Hawaiian Senate in 1901 and, in this position, greatly aided more than 375 Ukrainians who were lured to Hawaii by dishonest agents and forced to work as slaves on plantations until they paid the costs of their four-month sea voyages. Eventually they were released from their contracts, and most returned to North America.

The Second Wave of Ukrainian Immigration to America: Between World Wars I and II:

This wave of immigrants, covering the period between the two world wars, was considerably smaller than the first, numbering only about 15,000. It was also different in that these were immigrants who were aware of and vocal about their nationalism and politicized to the point of infighting. Until that time, Ukrainian Americans tended to be polarized along religious lines; now there were socialists and conservatives on either end of the political spectrum. Furthermore, assimilation had gained momentum by the time of the second wave, and adjustments to clothing and language came more quickly than to the first immigrants

More on the Russians:

Russian immigration to America from 1880-1910:

Widespread poverty and starvation cast a shadow over Russia during the late 1800s. For Jews, forced relocation to desolate areas coupled with ongoing persecutions and killings called pogroms inspired mass emigration. Between 1880 and 1910, more than two million hopeful Russians set out on foot, bound for port cities further east, where many sailed to the United States. Almost half of the newcomers put down roots in New York City, Boston, and Chicago, taking jobs in bustling factories, many as garment workers. Those who preferred rural living reaped the benefits of the Homestead Act and set up farms across the West, while still others worked in mills and mines in the American heartland. Russians contributed their diverse cultural traditions and devout faith (for some Judaism and others Russian Orthodox) to the places they settled. Unlike immigrants from other countries, few returned to Russia—America had become their homeland.

Italy

Italian immigrants to the United States from 1890 onward became a part of what is known as “New Immigration,” which is the third and largest wave of immigration from Europe and consisted of Slavs, Jews, and Italians. This “New Immigration” was a major change from the “Old Immigration” which consisted of Germans, Irish, British, and Scandinavians and occurred throughout the 19th century.

Between 1900 and 1915, 3 million Italians immigrated to America, which was the largest nationality of “new immigrants.” These immigrants, mostly artisans and peasants, represented all regions of Italy, but mainly came from the *mezzogiorno*, Southern Italy. Between 1876 and 1930, out of the 5 million immigrants who came to the United States, four fifths were from the South, representing such regions as Calabria, Campania, Abruzzi, Molise, and Sicily. The majority (two thirds of the immigrant population) were farm laborers or laborers, or *contadini*. The laborers were mostly agricultural and did not have much experience in industry such as mining and textiles. The laborers who did work in industry had come from textile factories in Piedmont and Tuscany and mines in Umbria and Sicily.

Though the majority of Italian immigrants were laborers, a small population of craftsmen also immigrated to the United States. They comprised less than 20% of all Italian immigrants and enjoyed a higher status than that of the *contadini*. The majority of craftsmen was from the South and could read and write; they included carpenters, brick layers, masons, tailors, and barbers.

1913 was the year where a record high of Italian citizens immigrated to the United States. Most of these emigrants came from Northern Italy, but more came per capita from the South. Due to the large numbers of Italian immigrants, Italians became a vital component of the organized labor supply in America. They comprised a large segment of the following three labor forces: mining, textiles, and clothing manufacturing. In fact, Italians were the largest immigrant population to work in the mines. In 1910, 20,000 Italians were employed in mills in Massachusetts and Rhode Island.

An interesting feature of Italian immigrants to the United States between 1901 and 1920 was the high percentage that returned to Italy after they had earned money in the United States. About 50% of Italians repatriated, which meant that often times the immigrants did not care about learning English or assimilating into American society because they knew that they would not remain in America permanently.

In an interesting study titled *Pilgrims New World Settlers and the Call of Home* (Yale University Press, 2008, 316 pages), Susan Hartman Moore notes that between 13,000 and 21,000 people came to America from England in the period 1630-1639 and settled in Massachusetts,

Connecticut and the New Haven Colony, primarily to avoid a very difficult religious environment in England. In 1646, with the First Civil War at an end, as many as a quarter of those who came here from England in the period 1630-1639, returned home to England.

Repatriation (going back to Italy), as we noted above, was very common among Italian immigrants to the United States between 1902 and 1920, with about 50% going back to Italy after they had earned money in the United States.

The work system into which Italians entered demonstrates this fact clearly. The newly arrived immigrants found a *padrone*, a boss and middleman between the immigrants and American employers. The *padrone* was an immigrant from Italy who had been living in America for a while. He was useful for immigrants because he provided lodging, handled savings, and found work for the immigrants. All in all, he helped American employers by organizing a supply of labor.

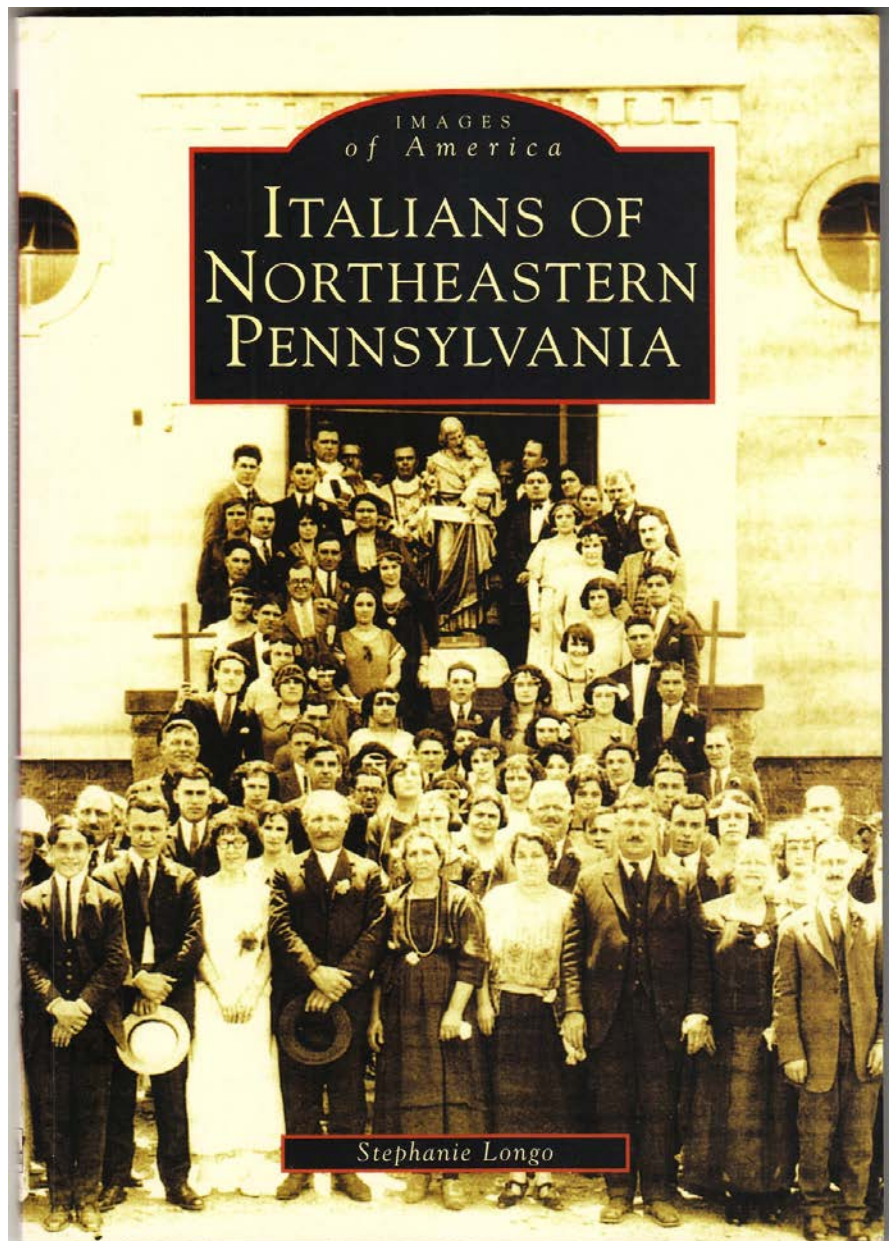
Given below is a very interesting table on Italian immigration to the United States in the period 1820-1919.

From that table we learn (1) that the peak years of immigration to the United States from Italy were 1880-1914, and (2) that an usually large number of Italians came to America in 1833, 1854-1858, and in 1921.

Year	Number	Year	Number	Year	Number	Year	Number	Year	Number	Year	Number
1820	30	1845	137	1870	2,891	1895	35,427	1920	95,145	1945	213
1821	63	1846	151	1871	2,816	1896	68,060	1921	222,260	1946	2,636
1822	35	1847	164	1872	4,190	1897	59,431	1922	40,319	1947	13,866
1823	33	1848	241	1873	8,757	1898	58,613	1923	46,674	1948	16,075
1824	45	1849	209	1874	7,666	1899	77,419	1924	56,246	1949	11,695
1825	75	1850	431	1875	3,631	1900	100,135	1925	6,203	1950	12,454
1826	57	1851	447	1876	3,015	1901	135,996	1926	8,253	1951	8,958
1827	35	1852	351	1877	3,195	1902	178,375	1927	17,297	1952	11,342
1828	34	1853	555	1878	4,344	1903	230,622	1928	17,728	1953	8,434
1829	23	1854	1,263	1879	5,791	1904	193,296	1929	18,008	1954	13,145
1830	9	1855	1,052	1880	12,354	1905	221,479	1930	22,327	1955	30,272
1831	28	1856	1,365	1881	15,401	1906	273,120	1931	13,399	1956	40,430
1832	3	1857	1,007	1882	32,159	1907	285,731	1932	6,662	1957	19,624
1833	1,699	1858	1,240	1883	31,792	1908	128,503	1933	3,477	1958	23,115
1834	105	1859	932	1884	16,510	1909	183,218	1934	4,374	1959	16,804
1835	60	1860	1,019	1885	13,642	1910	215,537	1935	6,566	1960	13,369
1836	115	1861	811	1886	21,315	1911	182,882	1936	6,774	1961	18,956
1837	36	1862	566	1887	47,622	1912	157,134	1937	7,192	1962	20,119
1838	86	1863	547	1888	51,558	1913	265,542	1938	7,712	1963	16,175
1839	84	1864	600	1889	25,307	1914	283,738	1939	6,570	1964	12,769
1840	37	1865	924	1890	52,003	1915	49,688	1940	5,302	1965	10,874
1841	179	1866	1,382	1891	76,055	1916	33,665	1941	450	1966	26,449
1842	100	1867	1,624	1892	61,631	1917	34,596	1942	103	1967	28,487
1843	117	1868	891	1893	72,145	1918	5,250	1943	49	1968	25,882
1844	141	1869	1,489	1894	42,977	1919	1,884	1944	120	1969	27,033

Source: U. S. Department of Commerce, Bureau of the Census, *A Statistical Abstract Supplement, Historical Statistics of the U. S. Colonial Times to 1957*, 56-57, and U. S. Department of Commerce, Bureau of the Census, *Statistical Abstract of the U.S. 1963* (84th annual ed.), 100 and U. S. Department of Justice, Immigration and Naturalization Service, *Annual Report of the Immigration and Naturalization Service 1962*, 44; 1966, p. 57; 1969, p. 63.

The basic work on the Italian community in the anthracite coal region of northeastern Pennsylvania is Stephanie Longo's *Italians of Northeastern Pennsylvania*:



In the introduction to Longo's work, we read:

Chi lascia la via vecchia per la nuova sa quello che perde ma non sa quello che troverà.
“Whoever leaves the old way for the new knows what he is losing but not what he will find.”

This proverb best articulates the collective experience of Italian immigrants arriving in the United States during the latter part of the 19th century and the beginning of the 20th century. These people were well aware of what they were leaving behind in Italy: their families, their friends, their birthplaces. In short, they shed the only lives they had ever known in search of something more. These brave souls did not know what was in store for them in America, yet they were all willing to do almost anything to ensure the survival of their families. Their descendants are now scattered across the United States and are, quite possibly, unaware of the sacrifices their ancestors made for them due to the process of Americanization and the more recent generations' subsequent loss of ethnic identity (Gambino 1996, 364).

When one thinks of the “Italian” regions of the United States, northeastern Pennsylvania rarely comes to mind. The area is typically associated with the boom in the anthracite coal industry, which was a direct result of the Industrial Revolution. Incidentally, this occurred in the United States at around the same time as the beginning of the first wave of immigrants that brought the Welsh, Irish, and Germans to northeastern Pennsylvania. The first recorded Italians in northeastern Pennsylvania were a group of seven living in Scranton and its surrounding areas in 1870. Statewide, roughly 784 people living in Pennsylvania in 1870 were born in Italy. In 1900, this number had risen to 484,207, with 1,312 living in Scranton (Grifo and Noto 1990, 1). This increase in Scranton's Italian population was due to the abundance of jobs that became available in northeastern Pennsylvania by virtue of the growth in the rail and coal industries in the region.

The Italians of Northeastern Pennsylvania is an attempt to acknowledge the area's rich ethnic history, while preserving it for future generations, in an easy-to-read format. It is also an attempt to recognize the Italian community of northeastern Pennsylvania as one of the region's largest and most visible ethnic groups. After all, according to the 2000 United States Census, Italian-Americans are the second-largest ethnic group in Lackawanna and Luzerne Counties, the central counties of Pennsylvania's northeastern region (Luzerne Tourism). Americans of Italian descent encounter a void when exploring the lives of their ancestors in the *madrepatria*. So, too, towns in Italy find a lack of information regarding their emigrants' lives upon arrival in America (Boniello letter). This book ventures to fill these voids. To do so, *The Italians of Northeastern Pennsylvania* takes the form of a pictorial history, since photographs serve as the historian's most important means for demonstrating life in any given era. The final chapter of this history is a glimpse into the lives of today's Italian-Americans of northeastern Pennsylvania and is meant to encourage Italian-American youths, especially those living in the region, to be proud of their unique heritage.

Finally, this book is an open invitation to the other ethnic groups that have called northeastern Pennsylvania their home to also work toward preserving their ethnic histories in a collective format because, as another old Italian proverb states, *Se semini e curi, tutto dura* (Boniello 1999, 28), or “If you take care of what has been planted, it will last.” Through efforts such as this, our ethnic identities will not be lost; they will instead be like planted seeds that continue to spring forth with new life.

(end of material from Longo's book)

The Christopher Columbus Monument in Courthouse Square, Scranton, the first of many monuments on the square, was dedicated on October 21, 1892, by the Italian citizens of Scranton to commemorate the 400th anniversary of the arrival of Columbus in the New World.

Bulgaria

The following article about thirty Bulgarians, accompanied by five bears, who passed through Carbondale on July 26, 1882 was published in the *Carbondale Advance* of July 29, 1882:

"Hard Looking. / A party of about thirty Bulgarians—men, women and children—as hard looking as were ever seen here, made their appearance upon our streets on Wednesday afternoon. They had horses upon which their luggage and women were carried, the children being also slung across the horses in bags, and all looking as thoroughly rough, filthy, and uncouth as can be imagined. They were accompanied by five bears, by the exhibition of which, when they could get permission, and by begging, they seemed to subsist. Our Mayor, Hon. H. B. Jadwin, and our police, had the good sense to expedite their passage through town, and they went down the valley without 'let or hindrance.' We understand that Honesdale had been relieved in a similar manner the day previous." (*Carbondale Advance*, July 29, 1882, p. 3)

On Sunday, July 12, 1885, a Bulgarian medical student who was preparing for missionary work in his native Bulgaria, occupied the pulpit of the Carbondale Presbyterian Church, and discoursed to a large and appreciative audience. The following account of his presentation was published in the July 14, 1885 issue, p. 3, of the *Carbondale Leader*:

"AN INTERESTING SERVICE AT THE PRESBYTERIAN CHURCH. / Mr. Balabanoff, the Bulgarian medical student who is preparing for missionary work in his native country, occupied the pulpit of the Presbyterian church Sabbath morning, and discoursed to a large audience. His bright and pleasant looks, and modest demeanor, with the novelty of his peculiar dress, at once enlisted the sympathy of the congregation and they listened with intense interest to his statement of the manners and customs of his native country for over an hour. The speaker was at times quite eloquent, and his language, though somewhat broken, was not at all inelegant. He gave an interesting account of the topography of the country, and by the aid of a large map stretched across the wall in the rear of the pulpit gave his hearers a clear, and to most persons an entirely new, view of that part of the world. He spoke of the wonderful progress in civilization since the American missionaries first visited Bulgaria, and of the good fruits of the Russo-Turkish war, followed by the doings of the Berlin Conference which gave autonomy to that hitherto oppressed people. He gave an account of the providential circumstances which led to his conversion, and of his migration to this country,—his subsequent education, and spoke eloquently of the future before him in the capacity of a medical missionary to his benighted countrymen. / It is not strange that Mr. Balabanoff is meeting with great favor in his tour among the churches of this region, for his case is one calculated to enlist the sympathies of every friend of Christian missions. Personally, he is a man of no ordinary talent. He is gifted with a fine flow of speech,

has much magnetism, and appears to be thoroughly imbued with the spirit of missions. He was warmly greeted by many of our leading citizens at the close of the service, and received from the contribution boxes substantial aid in prosecuting his chosen work.” (*Carbondale Leader*, July 14, 1885, p. 3)

There were very few Bulgarian immigrants to North America prior to the 20th century, and they never constituted a major immigrant group. In the U.S. census of 2000 and the Canadian census of 2001, only 55,489 Americans identified themselves as having Bulgarian ancestry, and only 15,195 Canadians.

The early Bulgarian ethnic neighborhoods in America were in Pittsburgh, Pennsylvania, and Granite City, Illinois, while later immigrants congregated in major cities, including Detroit, New York, Chicago, and Los Angeles. Toronto was the first the choice of most Bulgarian Canadians, and in 2001 more than half lived in Ontario.

The first immigrants who began coming to North America just after the start of the 20th century were almost all single men who planned to return to Bulgaria after earning a stake. They worked on railroads or in other forms of migrant labor, thus not establishing large ethnic communities.

It is extremely difficult to establish accurate immigration figures for Bulgarians. Until the early 20th century, they were often listed as Turks, Serbs, Greeks, or Macedonians, depending on the particular passport they were holding. In some periods, they were grouped with Romanians. Given the estimated numbers of Bulgarian immigrants over a century, one would expect their numbers to be much larger now.

A handful of Bulgarian converts to Protestant Christianity immigrated to the United States during the last half of the 19th century, mainly for training, though some chose to stay. A few hundred Bulgarian farmers settled in Canada before the turn of the century. The first major wave of Bulgarian immigration, however, was sparked by the failed Ilinden revolt in Turkish Macedonia in 1903. Combined with the economic distress of native Bulgarians, 50,000 had immigrated to the United States by 1913 and perhaps 10,000 to Canada. Most Bulgarians were poor, and travel was difficult from remote regions of southeastern Europe, so their numbers never approximated those of other European groups. After World War II, a repressive Communist regime made immigration virtually impossible, sealing the borders in 1949, though several thousand Bulgarians escaped and came to the United States as refugees, often after several years in other countries. Between passage of the restrictive Johnson-Reed Act of 1924 and the Immigration Act of 1965, which abolished national quotas, it is estimated that only 7,660 Bulgarians legally entered the United States, though some came illegally through Mexico. The restrictive American legislation led more Bulgarians to settle in Canada, with 8,000–10,000 immigrating during the 1920s and 1930s and several thousand more between 1945 and 1989.

With the introduction of multiparty politics in 1989, travel restrictions were eased, leading to a new period of emigration from Bulgaria. Between 1992 and 2002, more than 30,000 Bulgarians immigrated to the United States, most being skilled workers and professionals. There was a similar surge of immigration in Canada. Of 9,105 Bulgarian immigrants in Canada in 2001, 7,240 (80 percent) came between 1991 and 2001, and 62 percent of these came between 1996 and 2001.

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Hudson Coal Company Papers

As we were going to press with this volume in this 24-volume history of the Delaware and Hudson Canal Company and the Delaware and Hudson Company, ten large boxes (16¼" x 12½" x 10") of Hudson Coal Company papers were presented to the Carbondale D&H Transportation Museum by "friends" of the Genealogical Research Society of Northeastern Pennsylvania, following the dissolution of that organization in November 2017.

Readers of Volume XVII in this series ("Anthracite Mining in the Lackawanna Valley in the Nineteenth Century") will recall that the Hudson Coal Company was a wholly-owned, independent subsidiary of the Delaware and Hudson Company that owned no less than 14 mines and 6 breakers (all located on the lines of the Delaware and Hudson Railroad) and which employed nine thousand men in its extensive workings.

Contained in those ten boxes of Hudson Coal Company records is a vast quantity of data, of immense historical value, about the Hudson Coal Company and its employees. Shown below is one page from the personnel file of John Wardenitz, who worked in the Dickson Colliery:

John Wardenitz Registration Certificate, The Hudson Coal Company:

THE HUDSON COAL COMPANY		REGISTRATION CERTIFICATE						FORM X 5017	
NAME <i>John Wardenitz</i>		PERMANENT No. <i>3425</i>		<i>Dickson</i>		COLLIERY			
PERSONAL HISTORY		DEPENDENTS (INCLUDING ALL MINOR CHILDREN UNDER 18 YEARS OF AGE)							
NATIONALITY BY BIRTH:		NAME		RELATIONSHIP TO APPLICANT	AGE	DATE OF BIRTH	PLACE OF RESIDENCE	IF WORKING, BY WHOM EMPLOYED	
OF APPLICANT <i>Polish</i>									
OF FATHER "		<i>Anna</i>		<i>wife</i>	<i>44</i>	<i>11 29</i>	<i>Austria</i>		
OF MOTHER "									
PLACE OF BIRTH <i>Austria Hungary</i>									
DATE OF BIRTH <i>11 29</i>									
AGE AT PRESENT DATE <i>44</i> YEARS									
IN UNITED STATES SINCE <i>1907</i>									
NATURALIZED? <i>Yes</i>									
SINGLE, MARRIED, WIDOWED OR DIVORCED <i>Married</i>									
QUALIFICATIONS		HOW EMPLOYED DURING PAST TWO YEARS (IF IDLE STATE CAUSE)							
PREVIOUS EXPERIENCE IN OR ABOUT MINES:		EMPLOYED BY	PERM. No.	PLACE	OCCUPATION	PERIOD	WHEN AND WHY LEFT		
IN UNITED STATES <i>6</i> YEARS						YES	NO		
WITH THE HUDSON COAL COMPANY <i>—</i> YEARS									
IN FOREIGN COUNTRIES <i>—</i> YEARS									
SPEAK ENGLISH? <i>Yes</i>									
READ ENGLISH? <i>Yes</i>									
WRITE ENGLISH? <i>Yes</i>									
EXTENT OF EDUCATION <i>None</i>		<i>John Wardenitz Co</i>	<i>Baltimore</i>	<i>John Wardenitz</i>	<i>3563</i>			<i>Illness not working steady</i>	
PHYSICAL IDENTIFICATION		GENERAL							
HEIGHT <i>5'4"</i>	WEIGHT <i>150</i> LBS.	DOES APPLICANT WEAR GLASSES? <i>Yes</i>		IS HE HARD OF HEARING? <i>Yes</i>					
COLOR OF HAIR <i>Light</i>	COLOR OF EYES <i>Blue</i>	PRESENT ADDRESS <i>101 N. 7th Ave</i>		WHERE?		OCCUPATION			
COMPLEXION <i>Light</i>		PARENT EMPLOYED BY THE HUDSON COAL CO.							
MISSING MEMBERS <i>None</i>		IF UNMARRIED, NAME OF NEAREST RELATIVE <i>Michael Wardenitz</i>		ADDRESS <i>101 N. 7th Ave</i>					
OTHER PHYSICAL DEFECTS <i>"</i>		GENERAL REMARKS							
SPECIAL MARKS OR SCARS <i>"</i>									
I CERTIFY THAT THE ABOVE INFORMATION IS CORRECT, IF GIVEN EMPLOYMENT I ACKNOWLEDGE THAT THE HUDSON COAL COMPANY IS RELYING UPON THE ACCURACY OF THE INFORMATION FURNISHED BY ME AND MAY DISPENSE WITH MY SERVICES AT ANY TIME WITHOUT PRIOR NOTICE OR EXPLANATION SHOULD SAID COMPANY BECOME SATISFIED THAT ANY OF THE FACTS RELATED ARE UNTRUE.		DATE <i>Mar. 12</i> 19 <i>24</i>		EMPLOYED IN CAPACITY OF <i>Salmer #167</i> AT <i>Dickson</i>		DATE SERVICE TO BEGIN <i>Mar 12</i> 19 <i>24</i>		FOREMAN	
WITNESSED BY <i>John Wardenitz</i>		PERSONNEL CLERK		EMPLOYMENT APPROVED		COLLIERY SUPERINTENDENT			

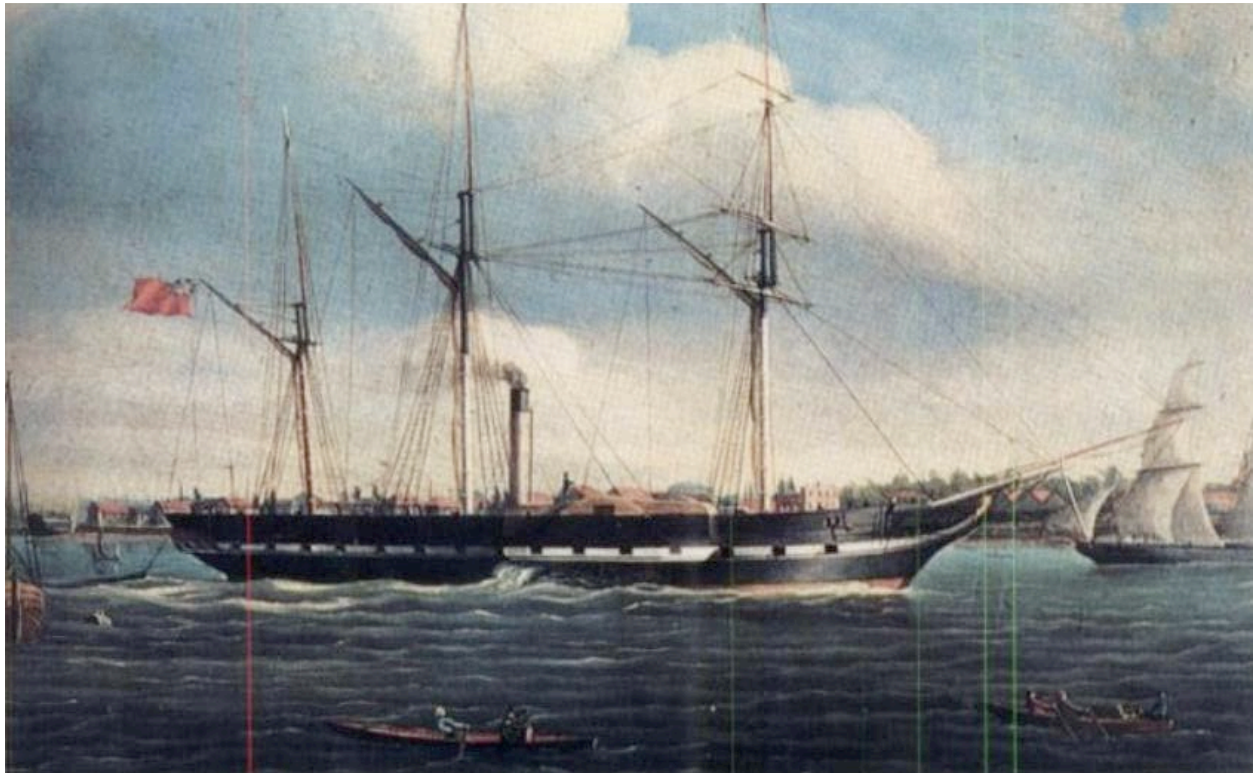
A careful look at the data presented on this certificate about John Wardenitz (from which we learn that he was born in Austria Hungary in 1879, that his nationality was Polish, and that he came to America in 1907) makes it very clear that these ten boxes of Hudson Coal Company papers are a resource of immense historical value, the ten boxes containing many thousands of certificates like the one for John Wardenitz shown here. Given the fact that the place of birth and the nationality of these thousands of Hudson Coal Company employees are given on these certificates, one could easily establish a portrait based on nationality and place of birth for all of those Hudson Coal Company employees.

With any luck, in the years ahead, the data about the employees of the Hudson Coal Company and about the operations of that company that are recorded in those ten boxes of Hudson Coal Company papers--as well as in many additional boxes of personnel files from the Hudson Coal Company previously added to the archives of the Carbondale D&H Transportation Museum--will be incorporated into the published history of the Delaware and Hudson Company.

Travel to America from Europe

How did these many thousands of immigrants from Western Europe travel to America? Up to 1833 they all arrived on traditional sailing ships, which required five to eight weeks for a crossing.

The first steamer to cross the Atlantic was probably the Canadian steam ship, *Royal William* (named in honor of the reigning British sovereign and built in the city of Quebec by a Scotchman, James Goudie, who had served his time and learned his art at Greenock), which made the voyage from Quebec to London in twenty five days in 1833 (departing from London at 5 A.M. on August 4, 1833, under the command of Captain McDougall, steaming all the way, but calling at Pictou for coal and at Cowes, arriving at Gravesend, September 11, 1833).



SS Royal William, painting from 1834

One of the co-owners of the *SS Royal William* was Samuel Cunard who subsequently founded the eponymous company in 1840 having won the contract to provide a fortnightly mail service between Liverpool and Halifax, Boston and Quebec. The number of passengers carried across the ocean in steamers at this time was tiny, however. These early steamers were principally cargo or mail boats.

By 1863, some 45% of Irish immigrants arrived in North America on steamships. By 1866, this had increased to 81% and within another four years nearly all emigration from Ireland to Canada and the USA was made on steamers.

The following ad from the Irish Steamship Line was published in the June 22, 1861 of the *Carbondale Advance*, p. 4:

IRISH STEAMSHIP LINE.

Steam between Ireland and America.

NEW-YORK, BOSTON AND GALWAY.

THE following new and magnificent first-class paddle-wheel Steamships compose the above line:

ADRIATIC, 5,855 tons burthen,.....Capt. J. MAURY
(Formerly of the Collins Line.)

HIBERNIA, 4,400 tons burthen,....Capt. N. PROWSE

COLUMBIA, 4,400 tons burthen,....Capt. R. LEITCH

ANGLIA, 4,400 tons burthen,.....Capt. NICHOLSON

PACIFIC, 2,600 tons burthen,.....Capt. I. SMITH

PRINCE ALBERT, (screw,) 2,800 do.....I. WALKER

One of the above will leave New York or Boston alternately every Tuesday fortnight, for Galway, carrying the government mails, touching at St. Johns, N. F.

The Steamers of this line have been constructed with the greatest care, under the supervision of the government, have water-tight compartments, and are unexcelled for comfort, safety speed by any steamers afloat. They are commanded by able and experienced officers, and every exertion will be made to promote the comfort of passengers.

An experienced Surgeon attached to each ship.

RATES OF PASSAGE.

First-class from N. Y. or Boston to Galway or Liverpool,	\$100
Second Class, from N. Y. or Boston to Galway or Liverpool,	75
First Class, from N. Y. or Boston to St. John's..	85
Third Class, from N. Y. or Boston to Galway or Liverpool, or any town in Ireland, on a Railway,	30

Third-class passengers are liberally supplied with provisions of the best quality, cooked and served by the servants of the Company.

RETURN TICKETS.

Parties wishing to send for their friends from the old country can obtain tickets from any town on a railway, in Ireland, or from the principal cities of England and Scotland at very low rates.

Passengers for New-York, arriving by the Boston Steamers, will be forwarded to New-York free of charge.

For passage or further information apply to
WM. H. WICKHAM.
At the office of the Company on the wharf foot of Canal Street, New-York.

HOWLAND & ASPINWALL, Agents.
April 20, 1861. Gm,ju

Six "magnificent first-class paddle-wheel Steamships" between New-York, Boston and Galway: ADRIATIC, HIBERNIA, COLUMBIA, ANGLIA, PACIFIC, PRINCE ALBERT.

"... first-class paddle-wheel Steamships..."

"The Steamers of this line have been constructed with the greatest care, under the supervision of the government, have water-tight compartments, and are unexcelled for comfort, safety speed by any steamers afloat. They are commanded by able and experienced officers, and every exertion will be made to promote the comfort of passengers."

"Parties wishing to send for their friends from the old country can obtain tickets from any town on a railway, in Ireland, or from the principal cities of England and Scotland at very low rates."

A substantial ad from the **Inman Line / The Liverpool, New York & Philadelphia Steamship Co.'s Full-Powered Clyde-Built Iron Screw Steamships** appears on page 1 of the July 30, 1870 issue of the *Carbondale Advance*. Here is that ad:

Cargo for the respective Steamers will be received at the Company's Wharf, Pier 45, North River.

INMAN LINE.

THE Liverpool, New York & Philadelphia STEAMSHIP CO.'S

FULL-POWERED CLYDE-BUILT IRON SCREW STEAMSHIPS.

STEAMER.	CAPTAIN.
CITY OF MONTREAL.....	(Building.
CITY OF BRUSSELS.....	J. KENNEDY.
CITY OF BROOKLYN.....	S. BROOKS.
CITY OF PARIS.....	J. MUREHOUSE.
CITY OF ANTWERP.....	R. LEITCH.
CITY OF LONDON.....	H. TIBBITS.
CITY OF BALTIMORE.....	DELAMOTTE.
CITY OF WASHINGTON.....	T. G. JONES.
CITY OF NEW YORK.....	PHILLIPS.
CITY OF MANCHESTER.....	JONES.
CITY OF DUBLIN.....	J. EYNON.
CITY OF CORK.....	R. ALLEN.
CITY OF LIMERICK.....	W. R. PHILLIPS.
ETNA.....	G. LOCKHEAD.
CITY OF HALIFAX.....	W. JAMIESON.
CITY OF DURHAM.....	A. MATHIESON.

From New York to Liverpool,
Calling at Queenstown, to land Passengers and Mails
—delay about half an hour.

City of Cork, (via Halifax,)..... Tuesday, May 17.
City of London,..... Saturday, May 21.
City of Paris,..... Saturday, May 28.
City of Baltimore, (via Halifax,).... Tuesday, May 31.
City of Brooklyn,..... Saturday, June 4.
City of Antwerp,..... Saturday, June 11.
Etna, (via Halifax,)..... Tuesday, June 14.
City of Brussels,..... Saturday, June 18.
And every succeeding SATURDAY and alternate TUESDAY, from Pier 45, North River.

From Liverpool to New York.
Calling at Queenstown to embark Passengers and Mails

City of Limerick,..... Saturday, April 30.
City of London,..... Thursday, May 5.
City of Baltimore (via Halifax & Boston) Saturday, May 7.
City of Paris,..... Thursday, May 13.
City of Manchester,..... Saturday, May 14.
City of Brooklyn,..... Thursday, May 19.
Etna, (via Halifax and Boston,).... Saturday, May 21.
City of Brussels,..... Thursday, May 26.
And every succeeding THURSDAY & SATURDAY.

The names of the 16 steamers and their captains, the scheduled sailings from New York to Liverpool, and from Liverpool to New York

“... full-powered Clyde-built iron screw steamships.”

“RATES OF
PASSAGE...
FIRST CABIN,
PAYABLE IN
GOLD...”

“STEERAGE,
PAYABLE IN
CURRENCY...”

“Parties sending for
their friends can have
them forwarded by
Railroad to CARBON-
DALE, immediately
upon their arrival in
New York, and avoid
the necessity of their
being delayed for want
of funds, as is the case
with many other
Steamship Lines. /
Tickets for sale by /
JOHN H. WILSON, /
Agent, Carbondale,
Pa.”

RATES OF PASSAGE

By the Mail Steamers Sailing every Saturday.

→ **FIRST CABIN, PAYABLE IN GOLD.**

To Queenstown or Liverpool,.....	\$80 and \$100
“ London.....	85 “ 105
“ Havre, Hamburg, Antwerp, Rotter- dam, Bremen.....	90 “ 110
Paris, (via New Haven and Dieppe) First Class Rail,.....	95 “ 115
“ (via Folkestone and Boulogne) First Class Rail,.....	101 “ 121
“ (via Dover and Calais) First Class Rail.....	102 “ 122

→ **STEERAGE, PAYABLE IN CURRENCY.**

To Liverpool or Queenstown,.....	\$35
“ London, through by Rail,.....	40
“ Paris,.....	33
“ Havre,.....	35
“ Hamburg, Bremen, Rotterdam, Antwerp, &c.,	35

**PASSAGE BY THE MAIL STEAMER, (via Hal-
fax,) every alternate TUESDAY:**

First Cabin to Queenstown or Liverpool,...	\$80
“ “ Halifax,.....	20
“ “ St. John's N. F., by Branch Steamer,	40
Steerage to Liverpool or Queenstown,	30
“ “ Halifax,.....	15
“ “ St. John's N. F., by Branch Steamer,...	20

Cabin Passengers will have nothing to provide for the voyage, but Steerage Passengers will have to find their bedding and mess tins.

These Steamers carry “Phillips’ Patent Fire Annihilators,” and are built in water-tight iron sections.

An experienced Surgeon is attached to each Steamer.

Freight from New York will be taken at the rates agreed upon, with five per cent. primage; from Liverpool at £3 per ton measurement, with five per cent. primage, payable here or in Liverpool, at the current rate of exchange.

Parcels \$1.50 upwards, according to size and value.

Passage from Liverpool and Queenstown to Halifax, Boston or New York.—Cabin, Inside Rooms \$75, Outside Rooms \$100, Gold. Steerage, \$34, Currency. Children between 1 and 12, half fare. Infants under 12 months, in Steerage, \$5, Currency.

→ Parties sending for their friends can have them forwarded by Railroad to CARBONDALE, immediately upon their arrival in New York, and avoid the necessity of their being delayed for want of funds, as is the case with many other Steamship Lines.

Tickets for sale by
JOHN H. WILSON,
June 11, '70—3m **Agent, Carbondale, Pa.**

“Cabin Passengers will have nothing to provide for the voyage, but Steerage Passengers will have to find their bedding and mess tins. / These Steamers carry ‘Phillips’ Patent Fire Annihilators,’ and are built in water-tight iron sections. / An experienced Surgeon is attached to each Steamer.”

On February 22, 1872, Father Burke wrote a very nice thank you letter to S. G. Nicholson of the Inman Steamship Line for the excellent care that Irish passengers are given on the ships of that company. In particular he thanked the Inman Line for the excellent care that had been given to the 300 Irish passengers in steerage on the Inman steamship *City of London* on its recent Atlantic crossing. That letter, which was originally published in *The Catholic Review*, was reprinted in the *Carbondale Leader* of March 8, 1873. Here is that letter:

“THE INMAN STEAMSHIP COMPANY. / --The following is from *The Catholic Review*: Father Burke has addressed the following letter to Mr. S. G. Nicholson of the Inman Line, which our readers will remember was the pioneer line in opening steam vessels to the Irish immigrants—a boon that demands the very greatest gratitude, as it has met with a substantial reward from the immigrants themselves. Our own experience of the Inman Line, through our own voyages and those of immediate friends and relatives, extends over twenty-five voyages, and has been uniformly in favor of that line. / **INMAN STEAMSHIP CITY OF PARIS, / New York, 22d Feb., 1873** / MY DEAR MR. NICHOLSON: I beg to return to you and to the Messrs. Inman my best thanks for all the favors you have conferred on me. Deep as my gratitude is for these personal favors, I am still more grateful for the kindness and consideration with which my fellow-countrymen are treated on board the magnificent ships of the Inman line. / I came to America on board the *City of London*. There were nearly 300 Irish immigrants in the steerage of that splendid vessel. The kindness and tenderness with which these emigrants were treated drew from them expressions of the greatest satisfaction. / I had free access to them and they to me, at all times, and I hope and pray that my poor countrymen may be always treated as well as I have seen them on board the Inman steamers. / I am, my dear Sir, / Yours very sincerely, (Signed,) THOMAS N. BURKE, O. P. / S. G. NICHOLSON, Esq., Passenger Agent, Inman Line. / John H. Wilson is the agent for the Inman Line at Carbondale, Pa.” (Carbondale Leader, March 8, 1873)

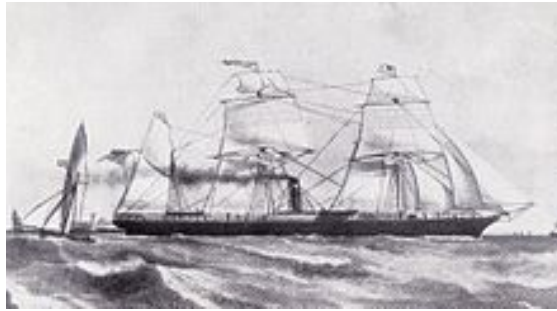
In that article as reprinted in the *Carbondale Leader* of March 8, 1873, the Inman Steamship Company is identified as “the pioneer line in opening steam vessels to the Irish immigrants”.

From an Internet search, we have learned the following about the Inman Line:

The Inman Line was one of the three largest nineteenth-century British passenger shipping companies on the North Atlantic, along with the White Star Line and Cunard Line.

Founded in 1850, the Inman Line was absorbed in 1893 into American Line. The firm's formal name for much of its history was the Liverpool, Philadelphia and New York Steamship Company, but it was also variously known as the Liverpool and Philadelphia Steamship Company, as Inman Steamship Company, Limited, and, in the last few years before absorption, as the Inman and International Steamship Company.

With its first steamer, *City of Glasgow* of 1850 (see the letter from Father Burke given above), Inman led the drive to replace wood-hulled paddle steamers with iron-hulled screw-propelled ships.



City of Glasgow

By embracing new technology (iron-hulled screw-propelled ships), Inman Line became the first to show that unsubsidized ocean liners could profitably cross the North Atlantic. In 1852, Inman established that steerage passengers could be transported in steamships.

Inman's *City of Paris* of 1866 was the first screw liner that could match the speed of the paddlers. By 1870, Inman landed more passengers in New York than any other line.

Passage tickets to/from Queenstown and Liverpool could be purchased at the Miners' and Mechanics' Savings Bank in Carbondale. In the December 7, 1872 issue of the *Carbondale Advance*, p. 3, we find the following notice:

“Passage Tickets. / Passage tickets to Queenstown and Liverpool, by the best line of steamers, are sold at the Miners' and Mechanics' Savings Bank, in Nealon's Block. If you intend going to Europe, now or in the Spring, don't fail to buy your tickets here, and if you have any friends coming here from Queenstown or Liverpool, to whom you expect to send tickets, buy the tickets at that Bank, where full information will be given, and a great deal of anxiety saved.” (*Carbondale Advance*, December 7, 1872, p. 3)

In addition, money could be sent from Carbondale “to the old country” via the Carbondale Miners' and Mechanics' Bank. The following notice was published in the *Carbondale Advance* of December 14, 1872, p. 3:

“Money Sent to the Old Country. / We would advise such of our friends as have occasion to send money to the old country to apply at the Miners' and Mechanics' savings bank of Carbondale, in Nealon's Block, for this purpose, as that Bank has unusual facilities for sending money to any part of Europe, at the *lowest rates*.” (*Carbondale Advance*, December 14, 1872, p.3)


Here is a White Star Line ad that was placed in the *Carbondale Advance*, January 20, 1872, p. 2:

WHITE STAR LINE:
New York, Cork, and
Liverpool

The White Star
Dock in New
York was at
Jersey City.

“Those wishing to
send for friends from
the Old County can
now obtain steerage
prepaid certificates,
\$33 currency.”

“For inspection of
plans and other
information, apply
to...John H. Wilson,
next door to First
National Bank,
Carbondale, Pa.”



**NEW YORK, CORK, AND LIVERPOOL.
NEW AND FULL-POWERED STEAMSHIPS.
THE SIX LARGEST IN THE WORLD.
OCEANIC, CELTIC, REPUBLIC,
ATLANTIC, BALTIC, ADRIATIC.
6,000 tons burden—3,000 h. p. each.**

Sailing from New York on SATURDAYS, from
Liverpool on THURSDAYS, and Cork Harbor the
day following.

From the White Star Dock, Pavonia Ferry, Jersey
City.

Passenger accommodations (for all classes) unri-
valled, combining
SAFETY, SPEED, AND COMFORT.

Saloons, state-rooms, smoking room, and bath-
rooms in mid ship section, where least motion is felt.
Surgeons and stewardesses accompany these steamers.

RATES—Saloon, \$50 gold. Steerage, \$30 currency.
Those wishing to send for friends from the Old Coun-
try can now obtain steerage prepaid certificates, \$33
currency.

Passengers booked to or from all parts of America,
Paris, Hamburg, Norway, Sweden, India, Australia,
China, etc.

Excursion tickets granted at lowest rates.
Drafts from one pound upwards.

For inspection of plans and other information, ap-
ply to J. H. SFARKS, Agent, No. 19 Broadway, New
York, or to John H. Wilson, next door to First Na-
tional Bank, Carbondale, Pa.

The six largest full-
powered steamships
in the world:
*Oceanic, Celtic,
Republic, Atlantic,
Baltic, Adriatic.*

“Passengers
booked to or from
all parts of
America, Paris,
Hamburg,
Norway, Sweden,
India, Australia,
China, etc.”

Here is the Anchor Line ad that was placed in the *Carbondale Advance*, November 4, 1882, p. 1:

ANCHOR LINE.
UNITED STATES MAIL STEAMERS.
Sail weekly to and from
NEW YORK AND GLASGOW, VIA LONDON DERRY.
Cabin Passage, \$60 to \$80. Returns, \$110 to \$140.
Second Cabin, \$40. Return Tickets, \$75.
Steamers sail every Saturday to and from
NEW YORK AND LONDON DIRECT.
Cabin Passage, \$55 and \$65. Returns, \$100 and \$120.
Steerage Passengers booked at low rates.
Passenger accommodations unexcelled.
ALL STATEROOMS ON MAIN DECK.
Passengers booked at lowest rates to or from
Germany, Italy, Norway, Sweden, Denmark, &c.
For Book of "Tours in Scotland," Rates, Plans, &c.
Apply to HENDERSON BROTHERS, NEW YORK,
Or B. S. CLARK, Carbondale. 24m6

"Cabin Passage,
\$55 and \$65.
Returns, \$100 and
\$120. / Steerage
Passengers booked
at low rates. /
Passenger
accommodations
unexcelled."

"Apply to
HENDERSON
BROTHERS,
NEW YORK, / Or
B. S. CLARK,
Carbondale."

"Passengers booked
at lowest rates to or
from / Germany,
Italy, Norway,
Sweden, Denmark,
&c."

Here is the Anchor Line ad that was placed in the *Carbondale Advance*, September 1, 1883, p. 2:

“GLASGOW via LONDONDERRY / Cabin passage, \$60 to \$80. Second Cabin, \$40. / Steerage, Outward \$28, Prepaid \$21.”

ANCHOR LINE.
U. S. Mail Steamships
Sail from New York every Saturday for
GLASGOW via LONDONDERRY
Cabin passage, \$60 to \$80. Second Cabin, \$40.
Steerage, Outward \$28, Prepaid \$21.

Liverpool & Queenstown Service.

FURNESSIA	Sails Sept. 8.	Oct. 13.	Nov. 17.
CITY OF ROME	Sails Sept. 22.	Oct. 27.	Dec. 1.
BELGRAVIA	Sails Sept. 29.	Nov. 3.	Dec. 8.

Cabin passage \$60 to \$100 according to accommodations. Second Cabin and Steerage as above.

→ Anchor Line Drafts issued at lowest rates are paid free of charge in England, Scotland and Ireland.

For passage, Cabin Plans, Book of Tours, &c, apply to

HENDERSON BROTHERS, NEW YORK,
Or B. S. CLARK, Carbondale. 52m6

“Liverpool & Queenstown Service.”

“Anchor Line Drafts issued at lowest rates are paid free of charge in England, Scotland and Ireland.”

D&H and the Community

The D&H welcomed immigrants from all over Europe. Those immigrants became Americans.

The vast majority of the hundreds of thousands of persons who came to America in the nineteenth and twentieth centuries from Europe came here filled with hope and a firm belief that their lives—and the lives of their children—would be better here than in Europe. They came to America to start life over again. Here their destinies were in their own hands. They knew that life would not be easy. There would be hardships. But jobs were available. They had a superior work ethic. Here they had the liberty to be, to speak, to do, to build, to plan for the future.

Carbondale, and the cities and towns in the Lackawanna and Wyoming Valleys, were towns filled with immigrants—most of them a vigorous, hopeful, restless breed whose hearts were set on advancement and whose minds were ready to discard the past. They became citizens. They built communities. It was intoxicating—one of those magical periods in the history of the world, with a vitality no less remarkable than that of Western Europe in the twelfth and thirteenth centuries, in Periclean Athens, or in Augustan Rome.

These new Americans built and worked on the railroads and canals and in the anthracite mines. They were the human resources that the D&H needed to mine and market anthracite coal. They worked in the emerging textile towns of the northeast. They became longshoremen in the growing Atlantic and Gulf port cities. Many who came here were miners and farmers. Many were unskilled laborers. Many moved into heartland America and established farms. Many remained in the Eastern cities.

The D&H paid well. The channels of communication between labor and management were open. There was a positive relationship between the D&H and the communities where their human resources lived. Company towns in D&H land were few and far between. The entire northern coal field was a string of independent and vital communities. The relationship between those towns and the D&H was good. There were some bumps in the road (e. g., the lease question) but the relationship was generally very good. There were labor problems, yes, but the relationship was good because of superior management. The D&H gave land for churches and cemeteries and hospitals.

In 1895, the D&H gave \$2,500 towards the erection of a YMCA in Oneonta; \$1,000 towards enlarging the YMCA at Whitehall.

In 1896, the D&H gave, on May 13, \$1,000 to the railroad branch of the YMCA at Albany, to be applied towards the erection of the building. On May 27, 1896 the D&H gave \$1,000 for the erection of a building for aged women and friendless children at Scranton; on July 29, \$500 for the relief of those who had suffered from an accident at Twin Shaft colliery, Pittston.

The generosity of the D&H to its employees is noted in *Century of Progress*:

“They [the Managers] delegated to the president the power to provide financial relief for boatmen who, on account of the small tonnage of the year [1897], were in need. On November 24, Mr. Olyphant recommended that \$6,795 be distributed for such purposes among the boatmen, and the subject was immediately referred to him with power. On this date \$2,500 was appropriated for the use of the Carbondale hospital.” (p. 311)

There came to America during the nineteenth and twentieth centuries, however, more than a few persons who were not interested in building new lives for themselves and their children. They expected to have the components of “the good life” handed to them by America. They believed, erroneously, that they were entitled to jobs and that it was America’s responsibility to provide them with jobs. They believed, erroneously, that it was their right to tell their employers how to conduct their businesses and how much to pay them for their services. They became militantly pro-union. (We had a look at many of these folks in Volume XIII in this series.)

Such folks can only be seen as reprehensible. Their descendants today are no less reprehensible than were their ancestors. Mercifully, they were not, and are not, the majority, but they are a constant in American life.

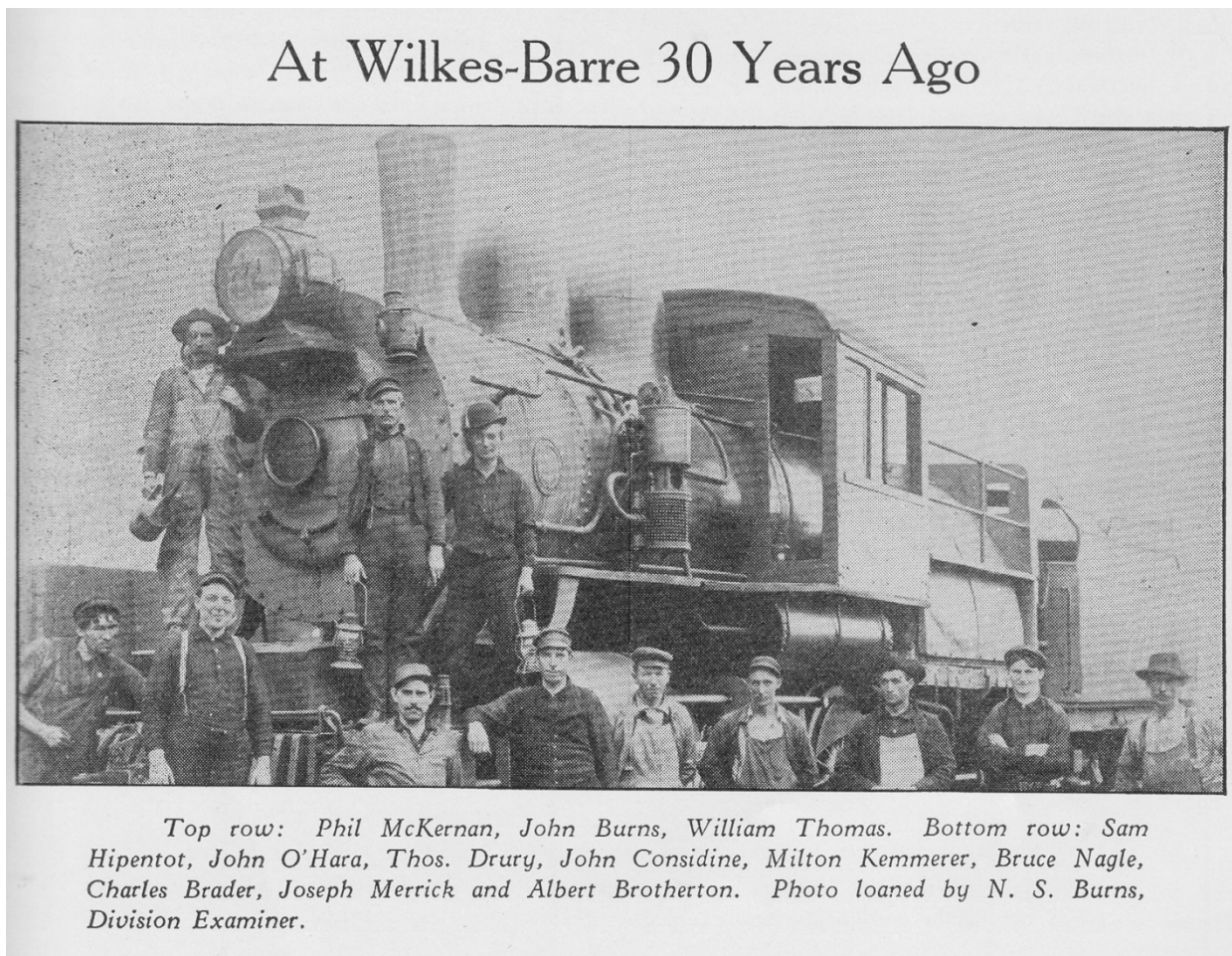
New Americans:

The following article of praise of the men who worked on the Gravity Railroad was published in the *Carbondale Leader* of March 9, 1883, p. 3:

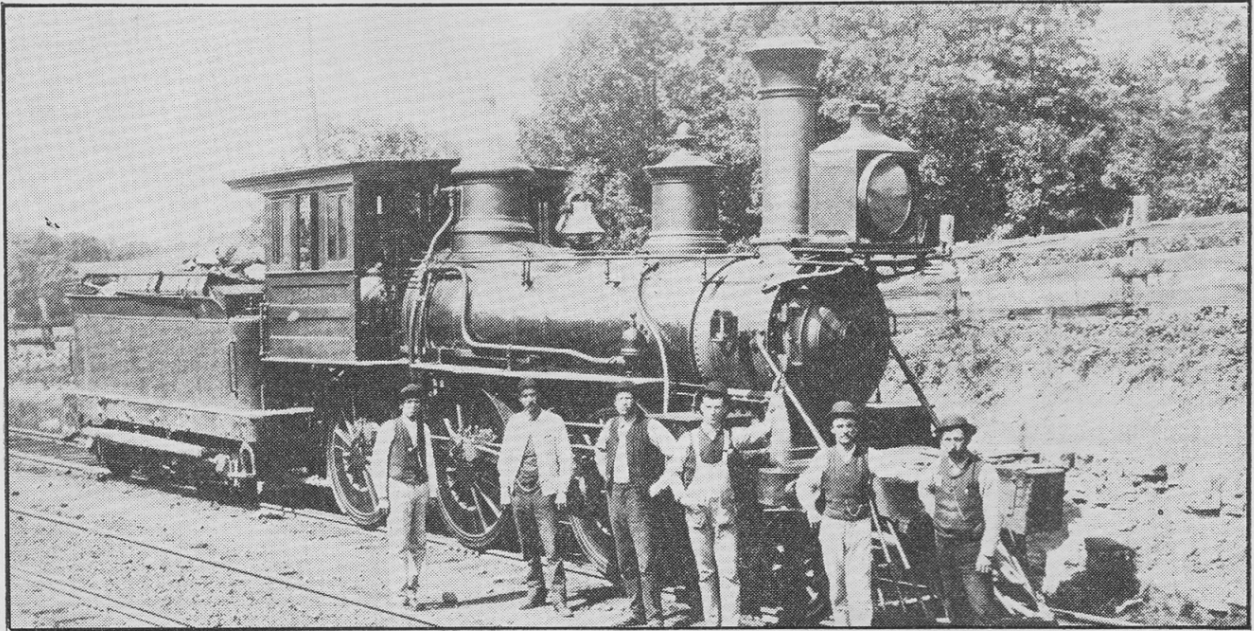
“There is not to be found a more sober and industrious set of men in this country than upon the D. & H. gravity road.” (*Carbondale Leader*, March 9, 1883, p. 3)

Here are some of those new Americans and/or their children or grandchildren who worked for the D&H:

The Delaware and Hudson Railroad Bulletin, July 1, 1936, p. 102:



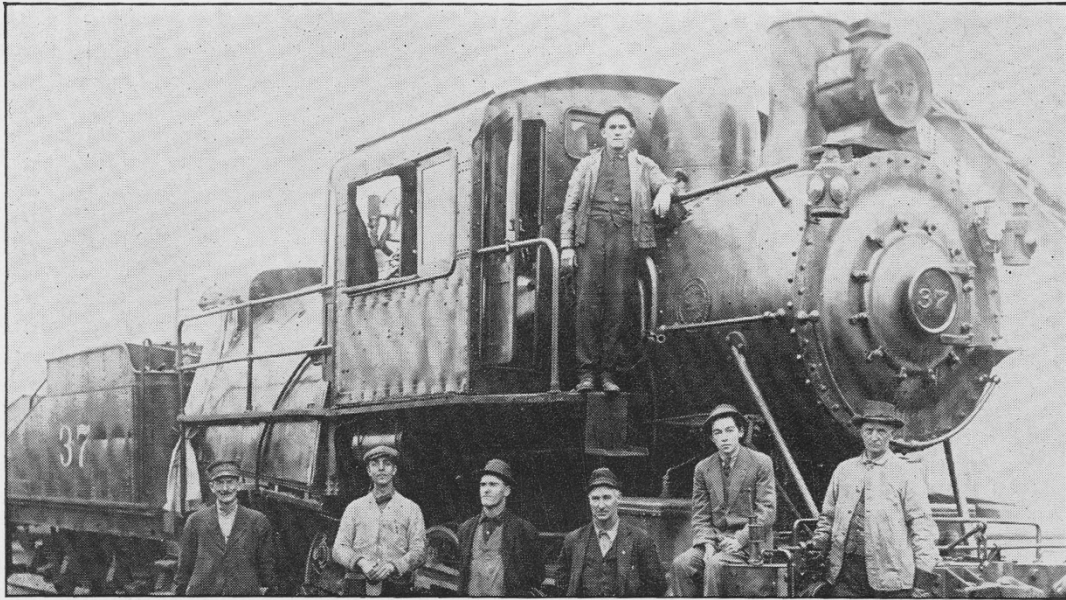
When Railroading Was “Middle-Aged”



Railroad Centennials being common in recent years, this picture, taken at Mill Creek (now Hudson, Pa.) in 1886, can hardly be classed as “old,” though certainly not modern. Left to right: Dennis Arnold, Robert Carter, Mike Dougherty, David Edwards, Frank Clark and Seth Colvin.

The Delaware and Hudson Railroad Bulletin, September 1, 1937, p. 132:

At Green Ridge in 1914



On the running board, Engineer Tom Pace; L. to R. on ground, Eugene Seigle, John Hugel, Horace Freer, Mr. Constantine, Bruce Moyer and Ralph Twining.

In the Caboose

Additions for Volume II:

1. D&H coal mined and shipped from Carbondale to Honesdale in 1842 and reported in the *Carbondale Gazette* and discovered there by Donald W. Powell in December 10, 2017:

--Thursday, May 5, 1842, p. 3:

“The quantity of Coal mined at Carbondale and forwarded to Honesdale, by the Del. and Hudson Canal Co. upon their Rail Road during the week ending

April 2 nd	2440 Tons
April 9 th	3782
April 16 th	3860
April 23 rd	4050
April 30 th	4759
Total	18,891

--May 12, 1842, p. 3

“The Delaware & Hudson Canal Company have mined and transported over their road for the week ending May 7th 5,045 tons Coal. Total quantity mined &c. for the current year 56,861 tons.”

Also in the May 12, 1842 issue of the *Carbondale Gazette*, on the same page, is the following article about the superiority of Lackawanna Coal for steam purposes:

“ANTHRACITE COAL FOR STEAM PURPOSES.—We call attention to an article from the Miner’s [sic] Journal, which will be found in another column [see following page], relative to the proposed experiments to be made under the direction of the Navy Commissioners, on the different kinds of Coal used for fuel, for steam purposes. It will be to the interest of proprietors of mines to have the quality of their coal tested. We have understood that so far as the Lackawanna coal has been used for steam purposes it is counted equal if not preferable to any in the United States [emphasis added].”

Here, from the *Carbondale Gazette* of May 12, 1842, p. 2, is an article from the *Miners' Journal* on the use of coal for steam purposes:

From the Miners' Journal.
**EXPERIMENTS IN COAL FOR STEAM
PUPOSES.**

The Navy Commissioners have promulgated the following notice :

" It having been determined by the Navy Department, to cause to be executed a series of careful experiments to ascertain the relative values of the different varieties of fuel, applicable to the purposes of steam navigation in the Navy of the United States, the proprietors of mines, or others, furnishing such fuel, are informed, that upon forwarding to the Navy yard, at the city of Washington, at their own charge, a quantity not less than two tons in weight of the fuel which they respectively supply, to be delivered on or before the 1st day of July next, the Department will cause the trial of the same to be faithfully made, to discover its heating power and other properties, necessary to be known, in order to judge of its fitness for the purpose above specified. Each sample thus sent must be accompanied by a statement or certificate of the origin of the same, and the period of its extraction from the mine ; also of the points on the Atlantic coast, on the Mississippi, Gulf of Mexico, or the lakes, at which it can be most conveniently delivered."

It is all important that those most deeply interested in our Anthracite trade, should take the necessary measures for furnishing samples of the products of this region to the department. This is the first step the Government has yet made towards an economy in fuel, and now that the rubicon is passed, they can have every proof of the efficiency and superiority of Anthracite over any other. All the

objections that have heretofore been used against it, are proved conclusively to be futile : and the opinion not only of practical observers, but also men of science, places its superior excellence for steam generating purposes, beyond the shadow of a doubt. Besides the advantages accruing from its increased compactness, perfect safety, absence of smoke, &c.—the celebrated Dr. Fyfe, President of the Society of Arts for Scotland, is of opinion, that the greater the proportion of fixed carbon in fuel, the greater will be the active operative power. The Dr. arrives at this conclusion after making several carefully conducted experiments.— This opinion varies with the popular belief on this subject, for it has generally been believed that a great deal depended upon the flame of the volatile matter ; that is, the heat evolved by the combustion of the volatile ingredients of the coal. The Anthracite contains a much larger per centage of fixed carbon, than the bituminous, and one-fourth less of volatile matter ; which accounts for the former burning with but little flame and without smoke, while the reverse is the case with the latter.

The following is the analysis of several specimens of Anthracite, as given by professor Johnson in the Journal of the Franklin Institute. The reader will perceive the large quantity of fixed carbon contained in all the specimens, and the trifling amount of volatile matter :

Water,	3,43	3,26	0,00	2,19	0,40
Volatile matter,	4,08	1,05	9,60	4,33	5,51
Fixed Carbon,	87,48	91,69	85,34	91,30	91,01
Ashes,	5,01	4,00	5,06	2,28	3,08

100,00 100,00 100,00 100,00 100,00

Of twelve specimens of Anthracite, analyzed by Berthier, the mean percentage of fixed carbon was 79.15, and of volatile matter 7.37. Of two specimens of Anthracite from Wales, analyzed by Shafbeaul, one yielded, 92,42 fixed carbon and 5,97 volatile matter.

... was 79,15, and volatile matter 7,37. Of two specimens of Anthracite from Wales, analyzed by ??? Shaf, one yielded 92,42 fixed carbon and 5,97 volatile matter."

The composition of several specimens of Scotch and English bituminous coal, as analyzed by Dr. Fyfe was found to be

	Scotch	English.
Moisture,	7,5	1,5
Volatile matter,	31,5	29,5
Fixed Carbon,	50,5	67,0
Ashes,	7,5	2,0
	<hr/>	<hr/>
	100,00	100,00

Dr. Fyfe, the gentlemen previously alluded to, has published the result of several experiments which he made for the purpose of ascertaining the comparative practical evaporative power of Anthracite and bituminous coal; and the result of each experiment clearly proved that the evaporative power of the anthracite was much greater than that of bituminous. It should be recollected that the anthracite used by the Doctor was of an inferior character, and from the description given of it by him, it resembles the Lackawana coal of this country.

The Doctor in his treatise on the evaporative power of different kinds of coal says: "If, however, any reliance is to be placed in the experiments the results of which I have detailed, I think they [engineers] will be forced to allow that I am correct in what I assert, that the greater proportion of fixed carbon in fuel, the greater will be the practical evaporative power. In a national point of view, then, now that the demand for fuel has become so great, and that for long voyages, it is of the utmost consequence to have the fuel powerful so as to occupy as little space as possible, or rather, if I may be allowed the expression, to have a greater quantity of an evaporative power, stowed away in the same space, it is of vast importance that attempts should be made to introduce an anthracite fuel."

As another evidence of the superiority of our fuel over all others. The numerous steamers plying upon the North River, are nearly all using anthracite, and the result proves that in all its essential qualities it possesses many greater advantages.—During the past year nearly 50,000 tons have been consumed for that purpose, and it is supposed that the quantity will be much increased in the present year.

It has generally been supposed that the saving gained by the use of the anthracite was about one-half: the following statement proves that estimate entirely too moderate. In the annual report of the Directors of the Camden and Amboy Railroad, the following paragraph occurs, which shows a positive gain of nearly two thirds:

"To show the economy of using it, as well as the improvement in the construction of steam-boilers, we will state the fact, that in one of the boats of the company, the Trenton, whose new boilers were built during the past year, upon a plan calculated for the best application of coal, the consumption per day does not exceed two tons and one quarter, costing ten dollars, whilst seven cords of wood costing \$27 50 were consumed formerly by the same boat, on the same run."

--May 19, 1842, p. 3

“LACKAWANNA COAL TRADE. / The quantity of Coal mined and transported over the Rail Road for the week ending this day, is 5,577 tons. / Total, per last report, 56,861 / Aggregate 62,438. / Carbondale, May 14, 1842.”

--May 26, 1842, p. 3

“LACKAWANNA COAL TRADE. / The quantity of Coal mined and transported over the Rail Road for the week ending this day, is 5,577 tons. / Total, per last report, 56,861 / Aggregate, 62,438 / Carbondale, May 14, 1842.”

---June 2, 1842, p. 3

“LACKAWANNA COAL TRADE. / The quantity of Coal mined and transported over the Rail Road for the week ending this day, is 5,613 tons. / Week ending May 21st; 5,704 / Total, per last report, 62,438 / Aggregate 73,755 / Carbondale, May 28, 1842”

---June 9, 1842, p. 3

“LACKAWANNA COAL TRADE. / The quantity of Coal mined and transported over the Rail Road for the week ending this day, / is 5,638 tons. / Total, per last report, 73,755 / Aggregate, 79,393 / Carbondale, June 4, 1842.”

--June 16, 1842, p. 3

“LACKAWANNA COAL TRADE. / The quantity of Coal mined and transported over the Rail Road for the week ending this day, is 5,638 tons. / Total, per last report, 73,755 / Aggregate, 79,393 / Carbondale, June 1, 1842.”

Additions for Volume III:

1. Shown below are copies of four of the Johnson photographs in the archives of the Wayne County Historical Society which, it appears were published in *The Wayne Independent* of Tuesday, August 3, 1954. Each of these photographs has a very detailed caption in which many features shown in that photograph are identified. We reprint those four photographs here in an effort to preserve the valuable identifications contained in those captions.



Lower ledge in background, showing gardens of residents fenced off on side hill. Two-thirds down picture is St. Mary Magdalen Church spire and roof of edifice are shown, the parish being organized in 1853. The Church was built in 1860. At the right may be seen the old covered bridge, spanning the Lackawaxen river on site near where the present Philip Hone bridge is located. After a heavy wind storm lifted part of the

roof of this bridge, it was removed and a steel truss structure replaced it. Back on Second street and opposite St. Mary Magdalen's Church is the Honesdale Gas House, the company organized by a number of Honesdale residents. It was chartered May 17, 1854, and a year later the gas plant was built. One block North on Second street is the former Cummings' Home, next to which stands a school house.

THE WAYNE INDEPENDENT

Tuesday, Aug. 3, 1954

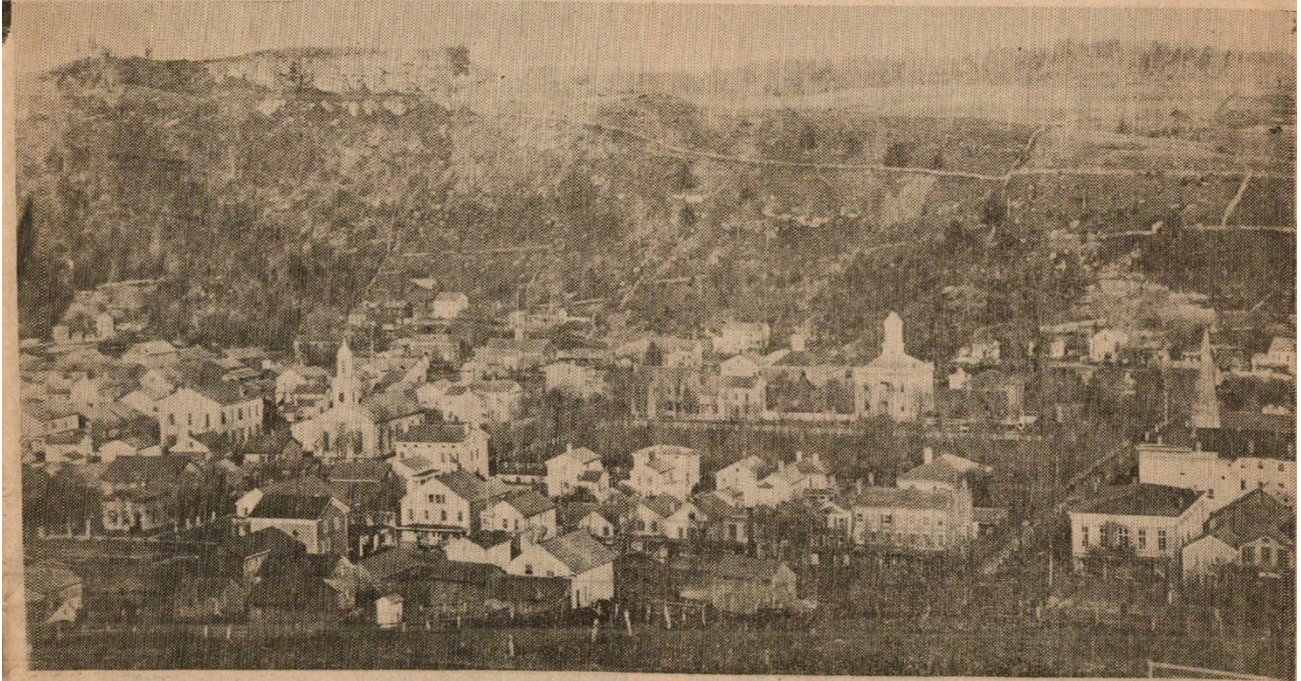
This photograph of Honesdale and the three others given below were published, it appears, in the Tuesday, August 3, 1954 issue of *The Wayne Independent*.



Foreground shows shipping yard and docks of Delaware and Hudson Canal Company. A spur from the main canal traversed across Front (Main) street to Second (Church) street. A bridge over this section of the canal was located on Front street. Lumber, hides and other kinds of freight were loaded into canal boats and delivered to market over the D. & H. Canal system. On Front or Wayne street, directly in front of the smokestack of 13½ plane in foreground is office of Delaware and Hudson Canal Company, (now rooms of Wayne County Historical Society) and coal office of Hudson Coal Company; next building below, Isaiah Snyder's Emporium (now site of Independent). Farther

up Wayne street is the Field House (site of Reif-Newman building). When a passenger alighted from the stage coach, he was gaily greeted by the courteous host. Mr. Field was considered the prince of hotel keepers. Next is the jewelry store of Chas. Petersen. Directly in rear on Second street, German Lutheran church, parish of which was organized in 1845. This Church was built in 1848. Directly back is Ladywood Lane, named by Washington Irving during his visit here in 1841. Beth Israel Synagogue is shown on Third street and the society was organized in 1849 with ten members. Rich farm land is shown in the background. (Now Cliff and Irving Streets area.)

Photographs taken 1860



Irving Cliff is shown in background. On Second Street, now Church, are shown Honesdale Academy; old Presbyterian church, Fuller-McIntosh house, Foster brick home, Reed House to Dimmick Home, end of block. On corner of Second and Ninth street stands Grace Episcopal church and opposite or West side of street is Allen House. Coming toward Wayne street and corner of Wayne and Ninth is two story Liberty Hall Building. (Now Masonic Hall) Across the street is Foster Building, first brick structure built in Honesdale. Traveling East on Ninth next to Foster building is one story frame structure, where boom for "Lincoln for President," was started. Continuing Eastward on Ninth Central Park is at the left, around which is a white fence protecting maple trees systematically set out and about 20 feet in height. Opposite center of the park is the old Court House, (a frame

structure) and adjacent to it is the Wayne County stone jail, built in 1859, used to 1936. South of the Court House is the home of Samuel E. Dimmick, who was appointed Attorney General of Pennsylvania by Governor Hartranft in 1873, in which office he died of pneumonia in 1875. The Dimmick House was later used as the first Wayne Memorial hospital, and now is known as Gospel Tabernacle. Pedestrian retraces his steps and is soon on Wayne street. From Foster's corner one walks up the street and passes a number of wooden buildings, which were later destroyed by fire March 11, 1885, including the Lohman building, Schuller's Confectionery and Ferdinand White's. Above, going uptown is the John E. Richmond music store, opposite which Protection Engine No. 3 Fire hall. Flag staff and fire bell plainly seen on roof of building.

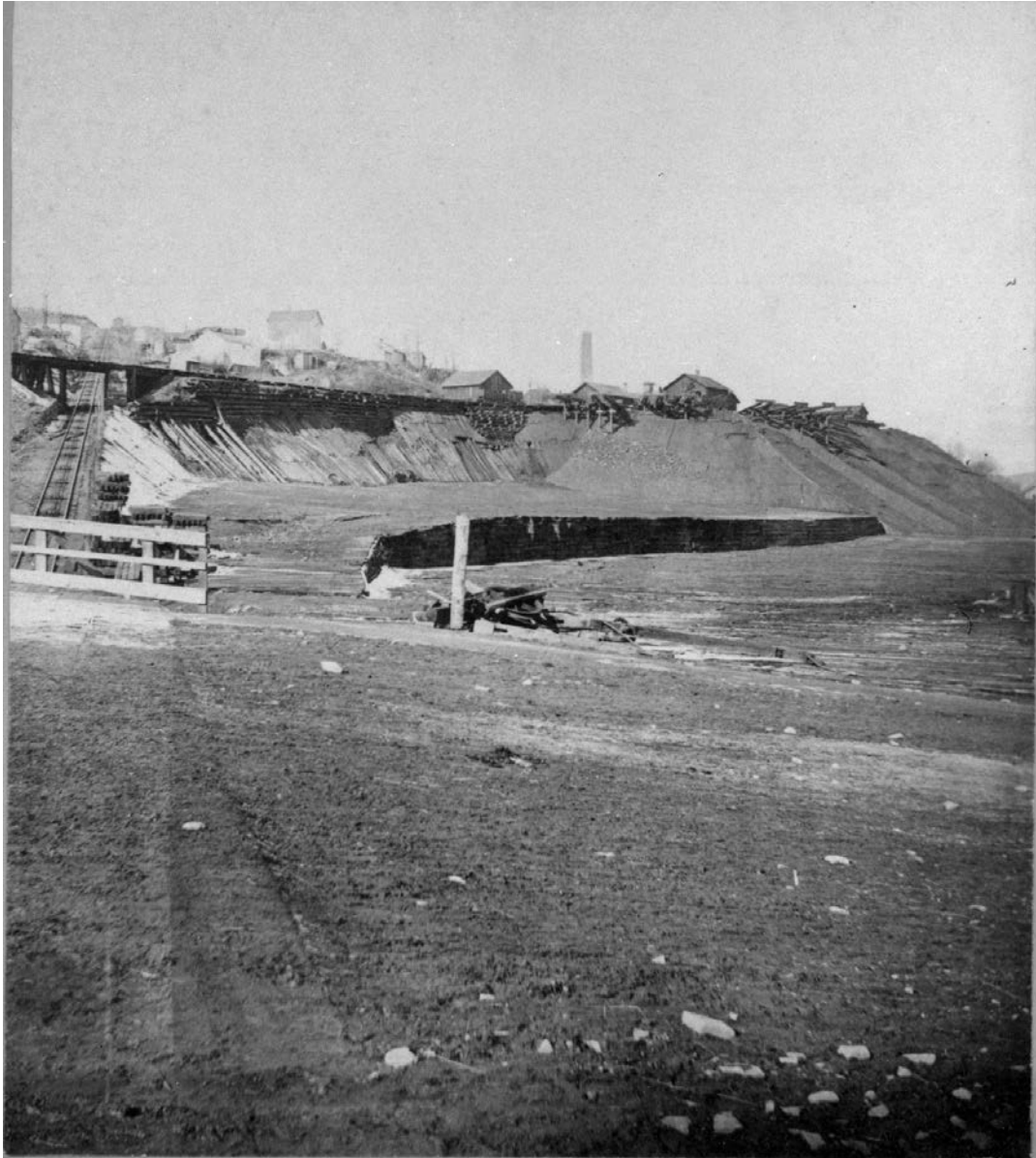


At extreme lower left section on Park street, three-story building, known as "slab castle." Building was made of virgin timber and some of the boards were over two feet in width, were called slabs, hence the name. It was a three-story tenement house. The building was razed about 1889. On corner of Wayne street and Park is Wayne County Hotel, Brown's furniture store just west of it. Opposite is store built by Isaac P. Foster and later home of Miss Mary Weston; above, same side of street, John F. Roe store (now Bullock's); north of that building site where first newspaper in Honesdale was printed, The Wayne County Herald (razed in 1952). Coming down Wayne street, first building on right after crossing bridge is home of Coe F. Young, general manager of the Delaware and Hudson Canal Company. (Now Dean Fowler

Texaco Station) Last building, the Fitch home. Opposite side of street, the William Weiss grocery store, formerly operated by Seaman Brothers, and at present, Freund's. Diagonally, in a Northernly direction is Honesdale Baptist church, organized May 10, 1842. The Church steeple in immediate foreground is the First Central Methodist Church of Honesdale, located on Ridge street, now an apartment house. The Methodists first met as early as 1834 in a school house and cornerstone for this Church was laid in 1842. Three vacant plots are in the picture. Two on Park street, one opposite Wayne County Hotel, now a residential section and a park, west of Wayne street and another section East of Wayne or Front street. A third vacant lot on Wayne street, south of the Fitch house, is where the Lyric theatre and a number of other buildings now stand.

Additions for Volume IV:

1. The black and white negative from which the electronic print shown below has been produced is among a large collection of photo negatives that were sold at the Dr. Edward Steers estate auction sale. Those negatives, at that time, were purchased by Sal Mecca of Dunmore. This photograph was taken by Hensel and is the subject of Hensel stereocard No. 922, which is presented on page 306 of Volume IV in this D&H series. We present this photograph here because there is greater clarity in this black and white print than there is in the stereocard.



2. Also among the Steers negatives (now in the collection of Sal Mecca, Dunmore) is one in which can be seen the area near the head of the Union Light Plane in Honesdale. Given below is an electronic print made from that black and white negative:



Near the Head of the Union Light Plane, Honesdale

Note the presence of the woman leaning against the rocks at the left. This woman, doubtless, accompanied the photographer on this photo outing.

A similar view of this area can be seen in the stereocard, in color, that is presented on page 309 of Volume IV in this D&H series.

Additions for Volume V:

1. More on the Hotel Champlain:

“HOTEL CHAMPLAIN. / An Elegant New Hostelry Just Opened on the D. & H. Main Line. / Three miles south of Plattsburgh, on the direct line of the Delaware & Hudson Railroad, is located the new and superb Hotel Champlain, without doubt the finest and most complete summer hostelry in the country. Overlooking Lake Champlain from the summit of a bluff some 200 feet above the level of its waters, it commands a magnificent view of this inland sea that occupies so important and romantic a place in the early history of our nation. The appointments and furnishings of the Hotel are at once elegant and artistic. It is built upon the solid rock, and all about is the primitive forest while its salutary arrangements are as perfect as genius has been able to devise and art to secure. About three sides of the house extend piazzas twenty feet in width, affording an unbroken promenade over 1,000 feet long. / Geographically, the Hotel Champlain has many advantages, it being readily accessible by rail and boat. Nature has also signalized the place with charms none can resist. To the east is seen the broad expanse of Lake Champlain with innumerable islands asleep in its bosom; beyond are the Green Mountains, peak rising above peak, receding at last almost into invisibility. The scene from the western piazza is totally different. Here a varied landscape is spread before the eye, fertile fields and dark green valleys, girdled with still darker green forest, through which we catch the shimmer of interlacing streams, in whose cool depths the trout hide. This comparatively level stretch of country is a satisfying overture to the glorious mountain ranges and lofty peaks of the Adirondacks that outline the horizon. / Old Fort Ticonderoga, the most interesting and picturesque ruin of this country; Fort St. Frederick, of which the wall is yet in a fair state of preservation; and the grass-grown earthworks are but a few miles up the lake. The marvelous Ausable Chasm is but a half hour’s ride. The great Adirondack Mountains too are easily reached from here. Saranac Lake—the heart of the Adirondacks—being but a four hours’ journey by rail. Lake George and Saratoga are each within convenient distance while Montreal is only seventy-four miles northward.” (*Carbondale Leader*, July 23, 1890, p. 3)

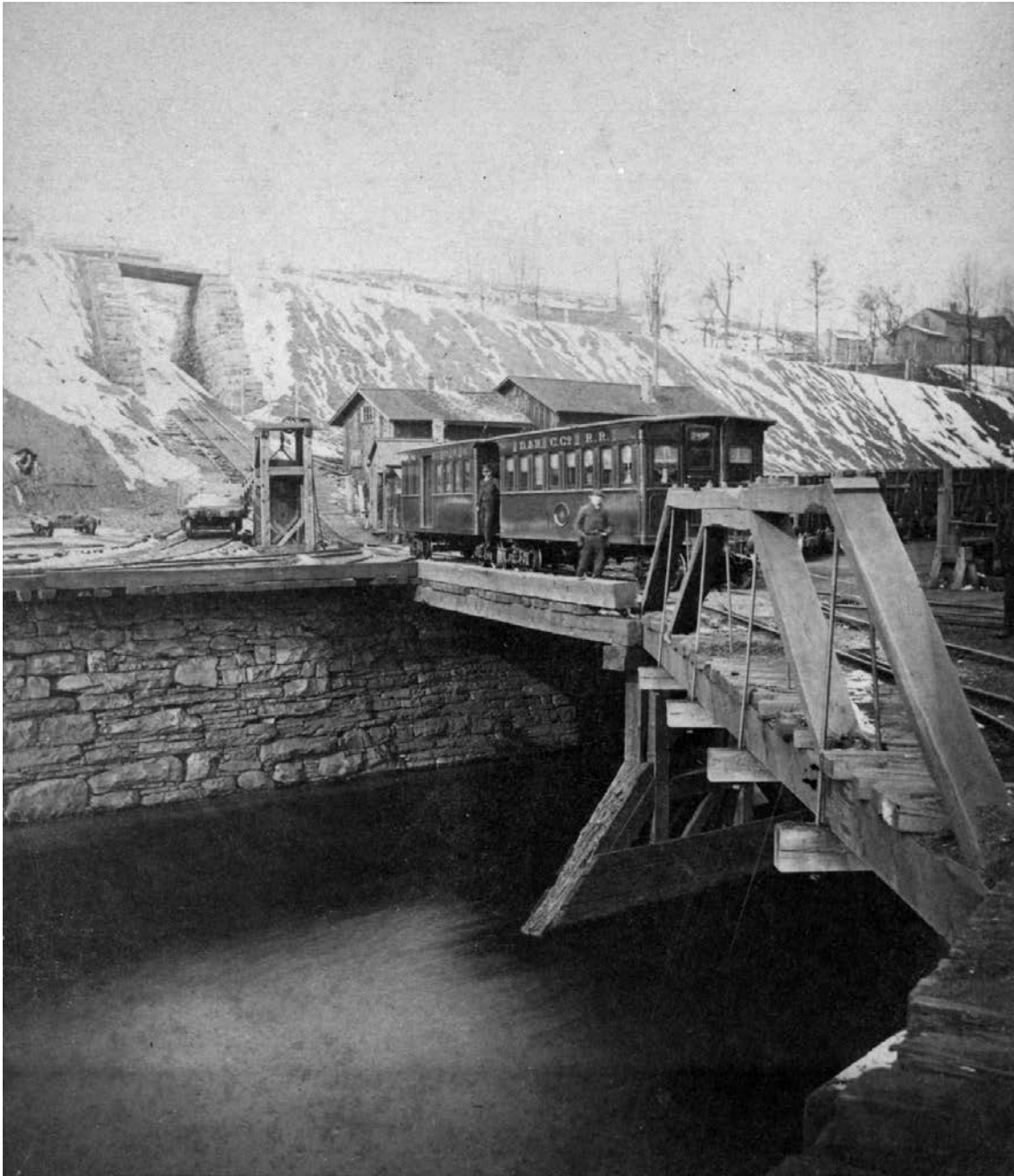
Additions for Volume VIII:

1. In the photograph given below, we see a large group of passengers at the Farview passenger station on the Gravity Railroad. This group of passengers may well have been an excursion outing to Farview Park.

The black and white negative from which this electronic print has been produced is among a large collection of photo negatives that were sold at the Dr. Edward Steers estate auction sale. Those negatives, at that time, were purchased by Sal Mecca of Dunmore.



2. Shown below are four black and white electronic copies of four photographs that were taken by Hensel at or near the foot of foot of Plane No. 13. The black and white negatives from which these electronic prints have been produced are among a large collection of photo negatives that were sold at the Dr. Edward Steers estate auction sale. Those negatives, at that time, were purchased by Sal Mecca of Dunmore.







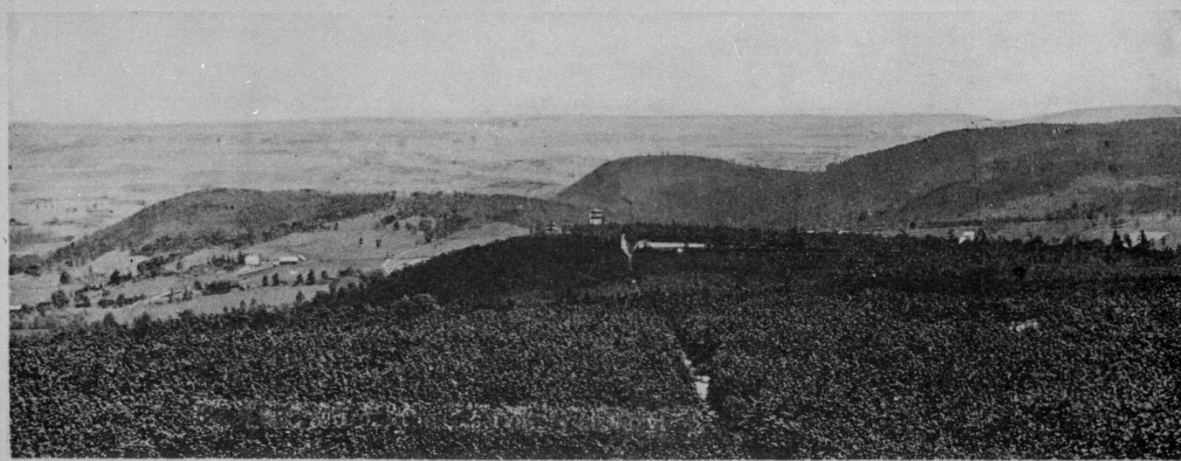


Additions for Volume IX:

1. From the top of the Upper Observatory at Farview Park, one could see Elk Mountain (see p. 27 in Volume IX in this D&H series). That we know from the photograph of a page from a Farview Park flyer that is given below. This photograph is an electronic print made from a black and white photo negative that was in the Dr. Edward Steers' collection (negative now owned by Sal Mecca, Dunmore).



Elk Mountain, from the Upper Observatory at Farview.



GRAND VIEW, FROM THE UPPER OBSERVATORY AT FARVIEW.

Additions for Volume XII:

1. D. & H. Timetable, Effective September 26, 1926:

Effective
September 26,
1926



PENNSYLVANIA DIVISION-NINEVEH, SCRANTON AND WILKES-BARRE

READ DOWN

READ UP

524	522	506	520	518	514	512	510	508	660	504	572	Mls.	TABLE 20	501	571	505	507	511	503	669	513	515	519	521
P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
14 20													ALBANY					11 15						
18 10											7 30	0	LY. NINEVEH	Ar.	10 20			7 00						
8 21											7 40	3.4	Centre Village	Ly.	10 09			6 47						
8 53											8 05	8.4	East Windsor	"	9 52			6 38						
8 37											8 15	11.8	Windsor	"	9 35			6 31						
f													Columbia Grove	Ly.			f							
8 52												20.5	Lanesboro				6 16							
8 53								6 26					Brandt	Ly.			6 10			7 35				
9 01								6 29					Stevens Point	"			6 08			7 33				
9 15								6 43					Starrucca	"			6 00			7 25				
9 25								6 53					Thompson	"			5 52			7 17				
9 35								7 05					Ararat	"			5 42			7 07				
9 42								7 13					Burnwood	"			5 34			6 59				
9 45								7 20					Herrick Centre	"			5 28			6 51				
9 53								7 24					Uniondale	"			5 22			6 47				
10 04								7 35			502		Forest City		503		5 09			6 34				
10 20								7 50			A.M.	53.0	Carbondale	Ly.	A.M.		4 50			6 15				
10 00 37 00	10 35 7 00	5 20 2 30	1 00 10 35	8 00 4 00	9 05 5 26	2 35 1 00	10 50 40	8 05 4 10	7 06 5 25	60.6	Ar.	15 20 58.0	Ly. Carbondale	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45			
10 05 7 06	10 40 7 05	5 30 2 38	1 05 10 40	8 05 4 10	7 06 5 26	2 35 1 00	10 50 40	8 05 4 10	7 06 5 25	60.6	Ar.	15 20 58.0	Ly. Mayfield	Ly.	7 12 9 02	11 42	2 52 4 32	5 52 6 57	9 05 10 00	12 25 18 45				
10 05 7 09	10 43 7 03	5 30 2 38	1 05 10 40	8 05 4 10	7 06 5 25	60.6	Ar.	15 20 58.0	Ly. Jermyon	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 12 7 14	10 47 7 12	5 35 2 42	1 10 10 47	8 15 4 15	7 15 5 32	64.2	Ar.	15 20 58.0	Ly. Archbald	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 18 7 20	10 53 7 18	5 47 2 48	1 18 10 53	8 22 4 18	7 22 5 39	66.6	Ar.	15 20 58.0	Ly. Winton	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 22 7 24	10 56 7 21	5 47 2 48	1 22 10 56	8 27 4 22	7 27 5 41	68.1	Ar.	15 20 58.0	Ly. Jessup-Peckville	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 25 7 28	10 59 7 24	5 52 2 54	1 25 10 59	8 32 4 25	7 32 5 44	69.6	Ar.	15 20 58.0	Ly. Olyphant	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 28 7 32	11 03 7 28	5 57 2 58	1 28 11 03	8 37 4 30	7 37 5 48	71.1	Ar.	15 20 58.0	Ly. Dickson	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 30 7 35	11 05 7 30	6 00 3 00	1 30 11 05	8 40 4 35	7 40 5 50	72.4	Ar.	15 20 58.0	Ly. Providence	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 35 7 40	11 10 7 35	6 05 3 05	1 35 11 10	8 45 4 40	7 45 5 55	73.4	Ar.	15 20 58.0	Ly. Green Ridge	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 40 7 45	11 20 7 40	6 15 3 10	1 40 11 20	8 50 4 45	7 50 6 00	74.4	Ar.	15 20 58.0	Ly. Scranton	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 52 7 57	11 32 7 52	6 27 3 15	1 52 11 32	9 02 4 50	8 02 6 10	75.3	Ar.	15 20 58.0	Ly. Scranton	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
10 53 8 03	11 33 7 53	6 33 3 20	1 53 11 33	9 08 4 56	8 08 6 16	76.3	Ar.	15 20 58.0	Ly. South Scranton	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 02 8 07	11 42 7 57	6 37 3 25	1 54 11 34	9 12 4 58	8 12 6 20	77.3	Ar.	15 20 58.0	Ly. Minooka-Taylor	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 08 8 13	11 48 8 03	6 43 3 30	1 58 11 40	9 18 5 04	8 18 6 26	78.3	Ar.	15 20 58.0	Ly. Moosic	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 12 8 17	11 52 8 07	6 47 3 34	1 52 11 44	9 22 5 08	8 22 6 30	79.3	Ar.	15 20 58.0	Ly. Avoca	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 15 8 20	11 55 8 10	6 50 3 37	1 55 11 47	9 25 5 11	8 25 6 33	80.3	Ar.	15 20 58.0	Ly. Pittston	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 19 8 24	11 59 8 14	6 54 3 41	1 59 11 51	9 29 5 15	8 29 6 37	81.3	Ar.	15 20 58.0	Ly. Yatesville	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 21 8 26	12 01 8 16	6 56 3 43	1 56 11 53	9 31 5 17	8 31 6 39	82.3	Ar.	15 20 58.0	Ly. Ladino	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 24 8 29	12 04 8 19	6 59 3 46	1 59 11 56	9 34 5 20	8 34 6 42	83.3	Ar.	15 20 58.0	Ly. Hudson	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
11 30 8 35	12 10 8 25	7 05 3 52	12 00 9 00	9 40 5 26	8 40 6 48	84.3	Ar.	15 20 58.0	Ly. Miners Mills	Ar.	17 20 9 10	11 50	3 00 4 40	6 00 3 25	5 52 6 57	9 05 10 00	12 25 18 45							
													WILKES-BARRE	Ly.	15 20	10 00	3 00	5 15	6 20	9 20	11 45	8 00		

Note: This the only timetable for the Honesdale Branch where we have ever seen listed the stops here called "Gray's Crossing" and "Hubbard's Farm", both of which were flag stops ("Stops on signal").

CARBONDALE AND HONESDALE									
READ DOWN					READ UP				
	582	Mls.	TABLE 21		581				
	A.M.					A.M.			
.....	7 30	0	Lv.....	CARBONDALE.....	Ar.	10 25	.....	
.....	7 41	4.2	"	Lincoln Avenue.....	Lv.	10 13	.....	
.....	7 45	5.7	"	Whites.....	"	10 08	.....	
.....			"	Panther Bluffs.....	"		.....	
.....		8.8	"	Quigley.....	"		.....	
.....	8 04	11.4	"	Farview.....	"	9 50	.....	
.....	8 11	14.0	"	Canaan.....	"	9 42	.....	
.....	f		"	Gray's Crossing.....	"	f	.....	
.....	8 20	17.5	"	Waymart.....	"	9 33	.....	
.....	f	19.0	"	Hubbard's Farm.....	"	f	.....	
.....	8 27	20.4	"	Keene.....	"	9 25	.....	
.....		21.6	"	Steene.....	"		.....	
.....	8 34	23.4	"	Prompton.....	"	9 17	.....	
.....		24.8	"	Fortenia.....	"		.....	
.....	8 41	25.8	"	Seeleyville.....	"	9 09	.....	
.....	8 45	27.2	Ar.....	HONESDALE.....	Lv.	9 05	.....	
	A.M.					A.M.			

Light faced figures denote A. M. time. * Daily.
 Dark faced figures denote P. M. time. § Sunday only.
 † Daily, except Sunday. ‡ Daily, except Saturday.
 f Stops on signal. s Saturday only.
 t Stops to discharge passengers.

NOTE.—Passengers for Pennsylvania Division points change at Oneonta to Train 306 which makes connection at Nineveh.

Additions for Volume XIII:

1. Cash payments for work: add to Volume XIII, Section No. 1327 (Pay Day), pp. 198-260):

Regular cash payments for labor in the Lackawanna Valley were instituted by the Delaware and Hudson Canal Company.

2. More on the Athertons: The newspaper clipping about the Athertons that is shown below is in the holdings of the Lackawanna Historical Society. The date, "2/4/5" that is written at the top of the clipping is probably the date of the newspaper from which it was cut. Whatever the case, the information on the Athertons is very interesting:

2-7-2-2
**PERSONAL and
PERTINENT**

HOME, SWEET HOME
(Until Florida Warms Up)

When the frost is on the palm trees
And the orange blossoms freeze,
When azaleas and camellias
Blacken in the arctic breeze;
When in icy sheets the highways
Gleam refulgent in the snow
And the mercury congeals
At its very lowest low;
Then I look askance at stories
Of those erstwhile Summer lands
And the deep tanned bathing
beauties

On those sunny silver sands.
With a sort of satisfaction
(Since this had to come to pass)
I resign myself to comfort—
In a climate made with gas.
—John of Decatur.
In Washington Times Herald.

John R. Atherton, treasurer of
the Hudson Coal Co., who died yes-
terday; his father, Henry F. Ather-
ton, his late brother, Thomas S.
Atherton, and a third brother, now

2/4/5-

The "Atherton:
portion of the
clipping is given in
its entirety on the
following page.

Henry F. Atherton and his three sons worked, among them, 173 years for the D&H.

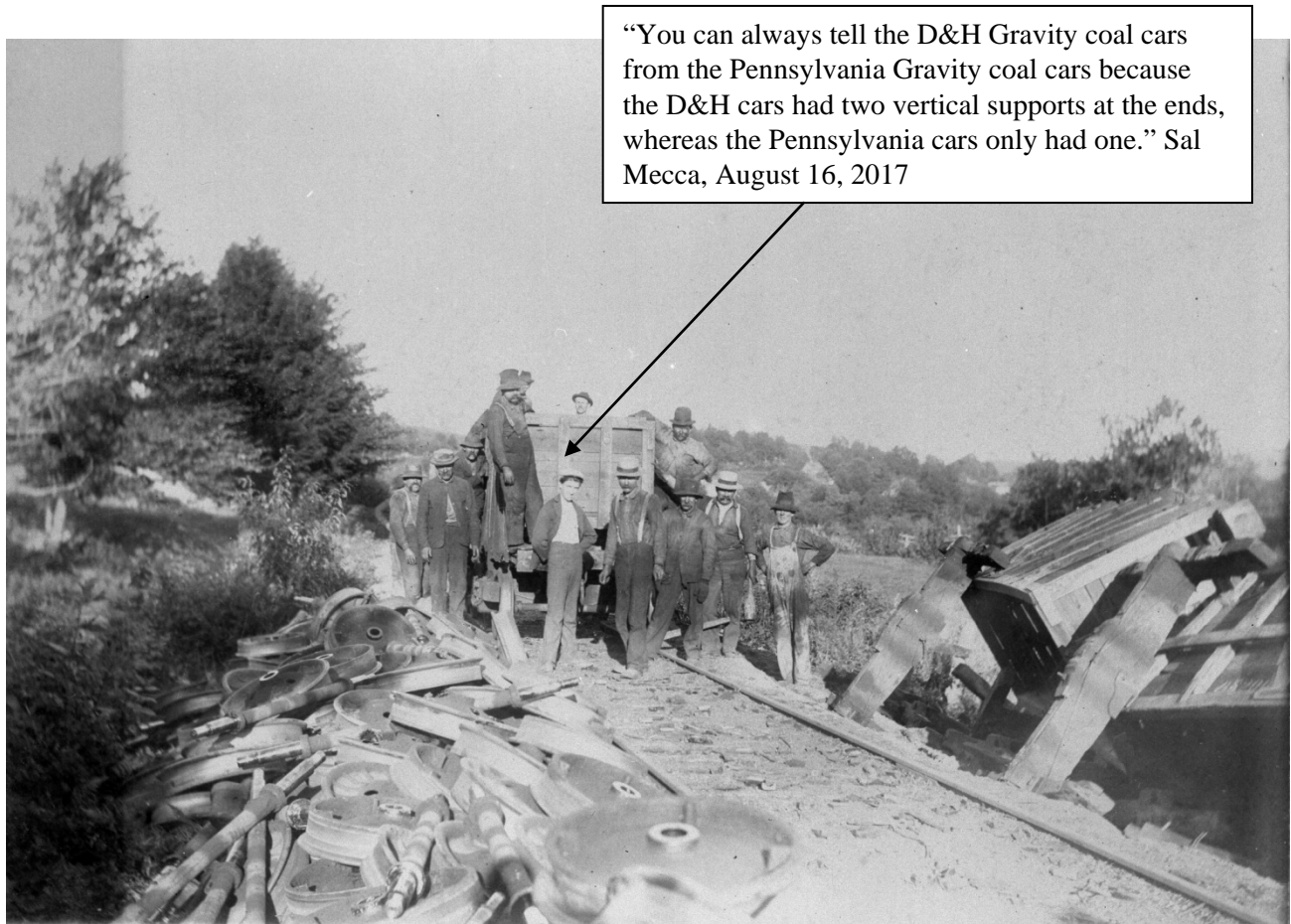
* * *

John R. Atherton, treasurer of the Hudson Coal Co., who died yesterday; his father, Henry F. Atherton, his late brother, Thomas S. Atherton, and a third brother, now also deceased, among them served a total of 173 years with the D.&H. R.R. or its subsidiary, the Hudson Coal Co. John had the longest service—65 years. His brother Tom, who died in 1948 and who was assistant paymaster, had a record of 52 years while their father, Henry, had 35 years to his credit and had been paymaster for the D.&H. in the Scranton area for many years. Henry was the first of the Athertons to take service with the D.&H. That was in 1864. He had come here from Vermont. John started with the parent company in 1888 as a clerk while Tom began his railroad company and coal company career in 1894. The D.&H. was almost exclusively a gravity railroad and canal in 1864 when Henry Atherton began his service with the company. The first diversion from gravity to steam operation was on the short stretch between Olyphant and Providence and later into Central Scranton. That was in the 1860s. A little later the road was extended from the canal terminal in Rondout, N.Y., to Albany and eventually into Montreal. When John Atherton started to work in the paymaster's office one of his duties was to ride the gravity paycar. He could tell some interesting stories of the experience. In his long lifetime—he was 81—he had served under a number of D.&H. presidents, beginning with R. M. Olyphant, and was looked upon by D.&H. men as the best informed man on the system regarding the operation of the road. He enjoyed his work and frequently, when on vacation, took a cross-country train trip, oftentimes riding the engine. Next to railroading his hobby was motoring. He knew more highways in this area by their route numbers than any other man I know.

* * *

Additions for Volume XVI:

1. When the Gravity Railroad closed, the metal components of a vast number of Gravity coal cars was salvaged, and the wooden bodies of those cars were burned. In the photograph given below, we see the scrapping operation in progress. This photograph is an electronic print made from a black and white photo negative that was in the Dr. Edward Steers collection (negative now owned by Sal Mecca, Dunmore).



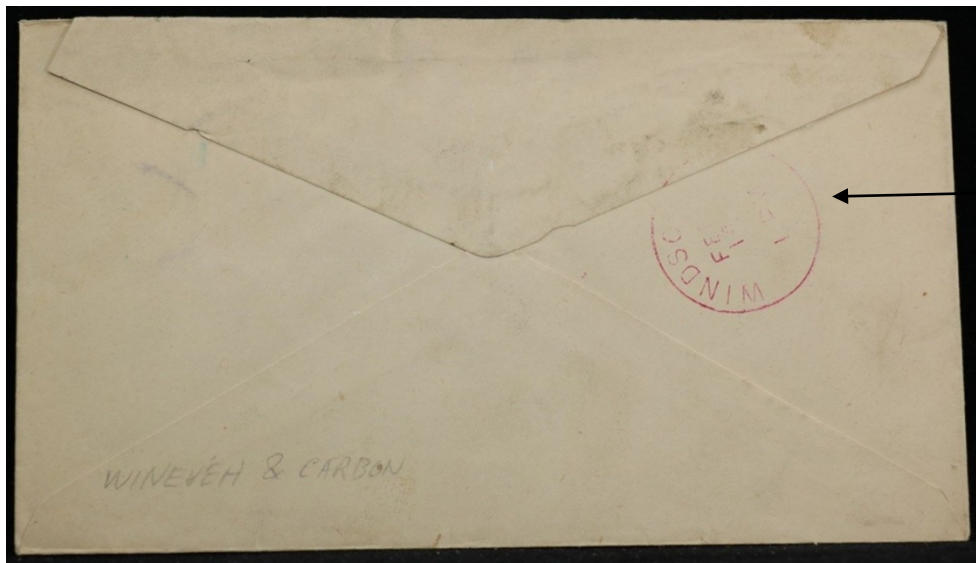
Given the fact that the coal car in the center of the photograph has two vertical supports, we can say with certainty that what we see here is a D&H scrapping operation after the closing of the D&H Gravity Railroad. The location shown in this photograph has not yet been learned.

2. The envelope shown below was offered for sale on E-Bay on October 20, 2017, where it was brought to our attention by John V. Buberniak. This communication was sent by the D. & H. C. CO. to J. N.[?] Wheeler, at Brown & Co. in Windsor, NY.



Envelope stamped by the R. P. O. agent on the Nineveh and Carbondale train.

“R. P. B.”:
are those the
letters
shown here?
What do
these letters
stand for?



Stamped
when received
at Windsor,
NY

Additions for Volume XVII:

1. John Brink worked for the PCC Gravity Railroad until 1885; he then worked for the D&H. On Friday, November 18, 1887, John Brink was the engineer on D. & H. Engine No. 9 at the head of a train of loaded coal cars on the Valley Road. At Olyphant, part of Brink's train was mistakenly cut off by the hind brakeman. The cut cars started coasting down the track. Near Dickson City, the runaway cars collided with D&H Engine No. 50, Truman Utley, engineer. Miraculously, no one was injured or killed in this collision. Here is the account of this accident that was published in the *Carbondale Leader*, November 21, 1887, p. 4

A RUNAWAY COAL TRAIN. ✓

A Collision on the D. & H. Which Might Have Been More Serious.

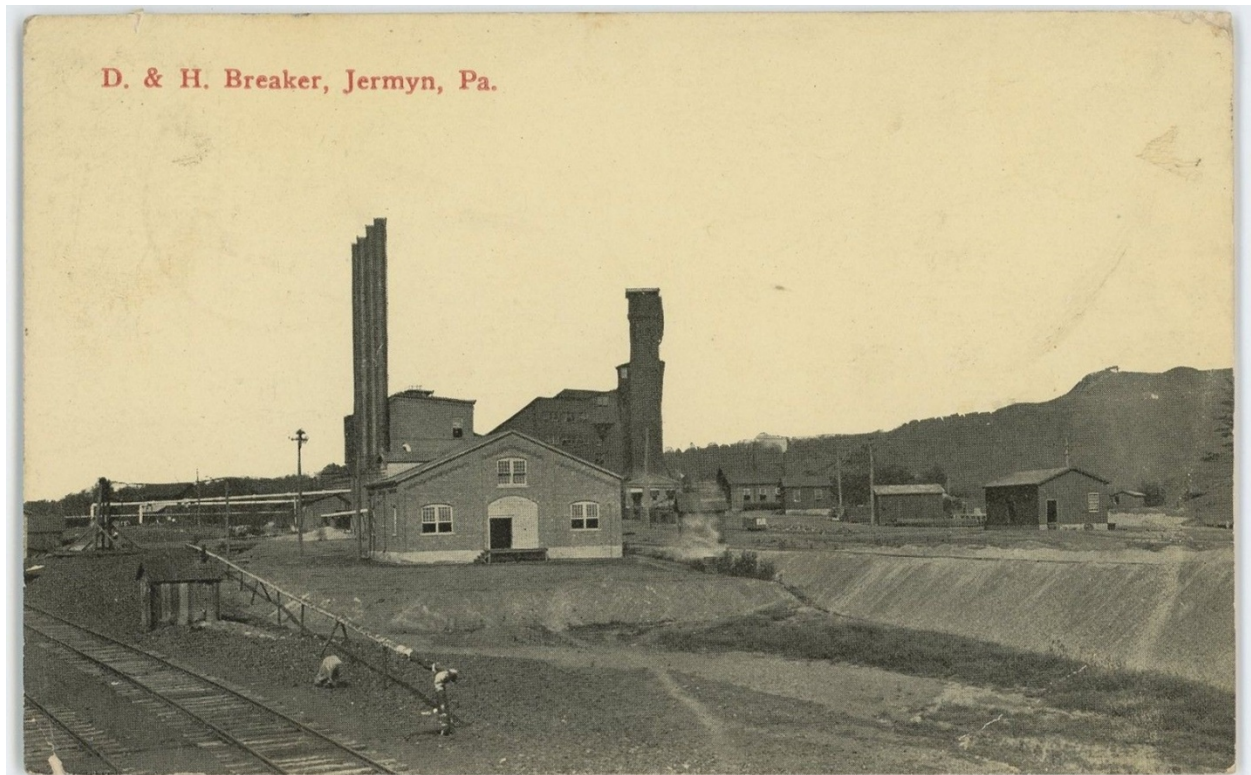
The Scranton "Truth" of Saturday contains a thrilling account of a runaway train on the D. & H. road the previous evening. Engine No. 9, John Brink, engineer, and William Clifford, conductor, had gone as far as Olyphant with a train of loaded coal cars, when the train was stopped for the purpose of switching some cars to the side tracks. The engineer blew the whistle and the hind brakeman, misunderstanding the number of toots, and, thinking the engineer wanted him to cut the train, in two at the crossing, proceeded to do so. After he had cut the train he began signalling to the engineer. While he was doing this the part of the train he had cut off started down the track, and when the brakeman turned around the train had run across the Olyphant bridge and was rushing down the track at a steadily increasing rate of speed. He immediately started after the train and chased it all the way down to the Dickson station where the accident happened. The train was running about thirty miles an hour. Engine No. 50, Truman Utley, engineer, came around the curve just this side of the station. The trainmen on the engine saw the flying train and jumped just in time to escape the collision. The two trains came together with a great crash, wrecking the caboose and cars of the wild train and badly damaging the engine and several cars of the other train. The trainmen immediately went to work clearing away the wreck, and soon removed all vestige of it from the track. It was very fortunate, considering, that the coal train was the one run into, as the 7 o'clock passenger train from Scranton was only a short distance behind the coal train, and would surely have been run into by the wild train, in which event there would probably have been a great loss of life.

2. Coal use on *R. M. S. Titanic*:

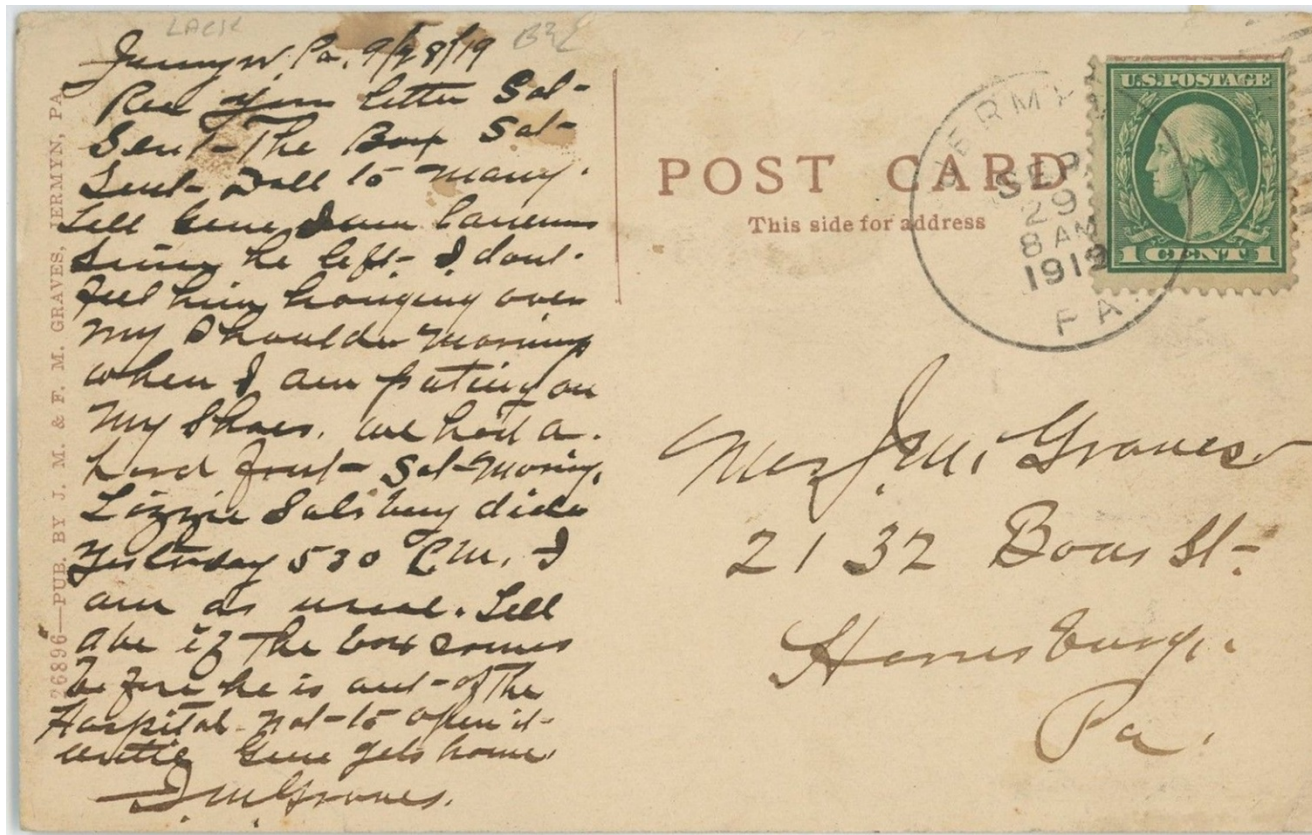
R. M. S. Titanic weighed 46,328 tons; it was 882 feet long; its engines generated 59,000 hp; it daily consumed 825 tons of coal; it accommodated 2,603 passengers and was run by a crew of 885 members; it cost \$7.5 million to build, and to sail across the Atlantic cost \$4,350.

Additions for Volume XVIII

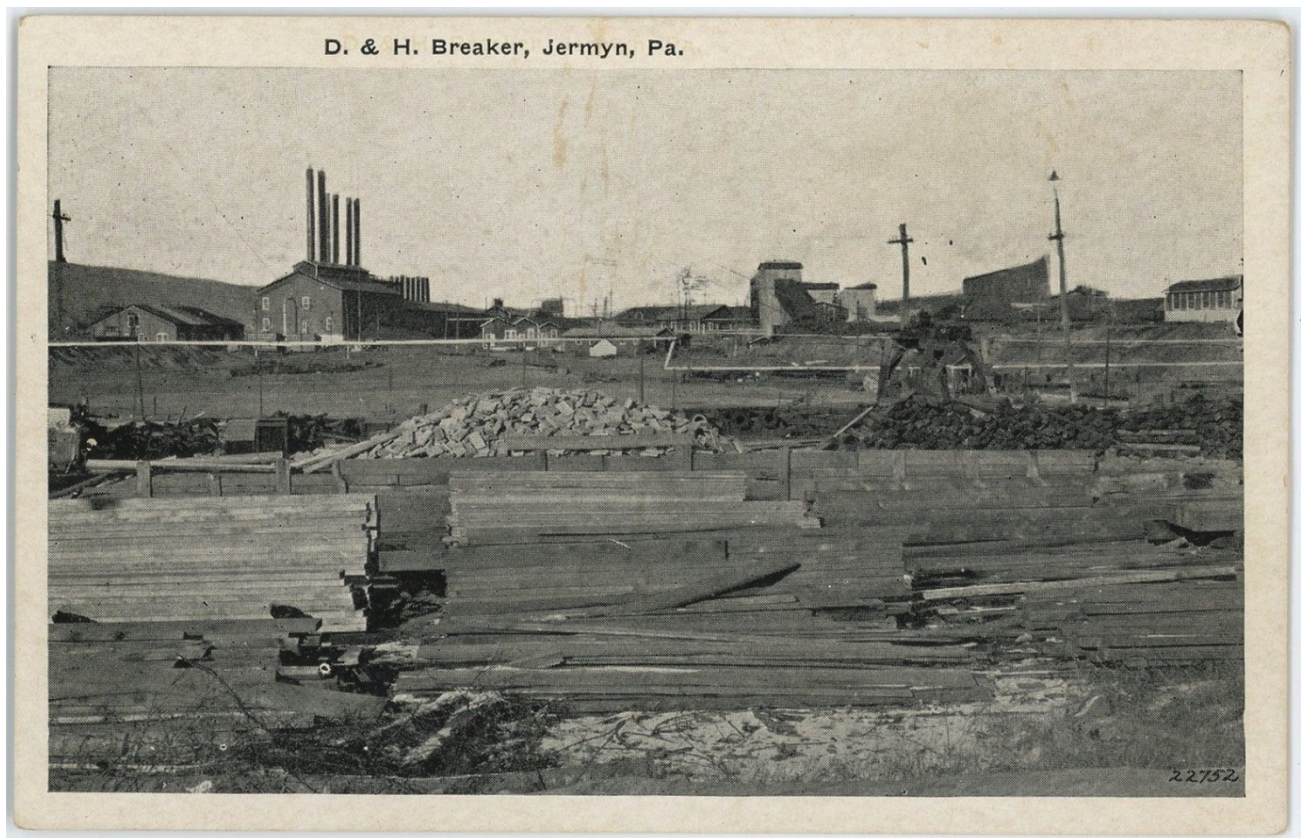
1. *D. & H. Breaker, Jermyn, Pa.* This post card was sold on E-Bay on May 5, 2017.



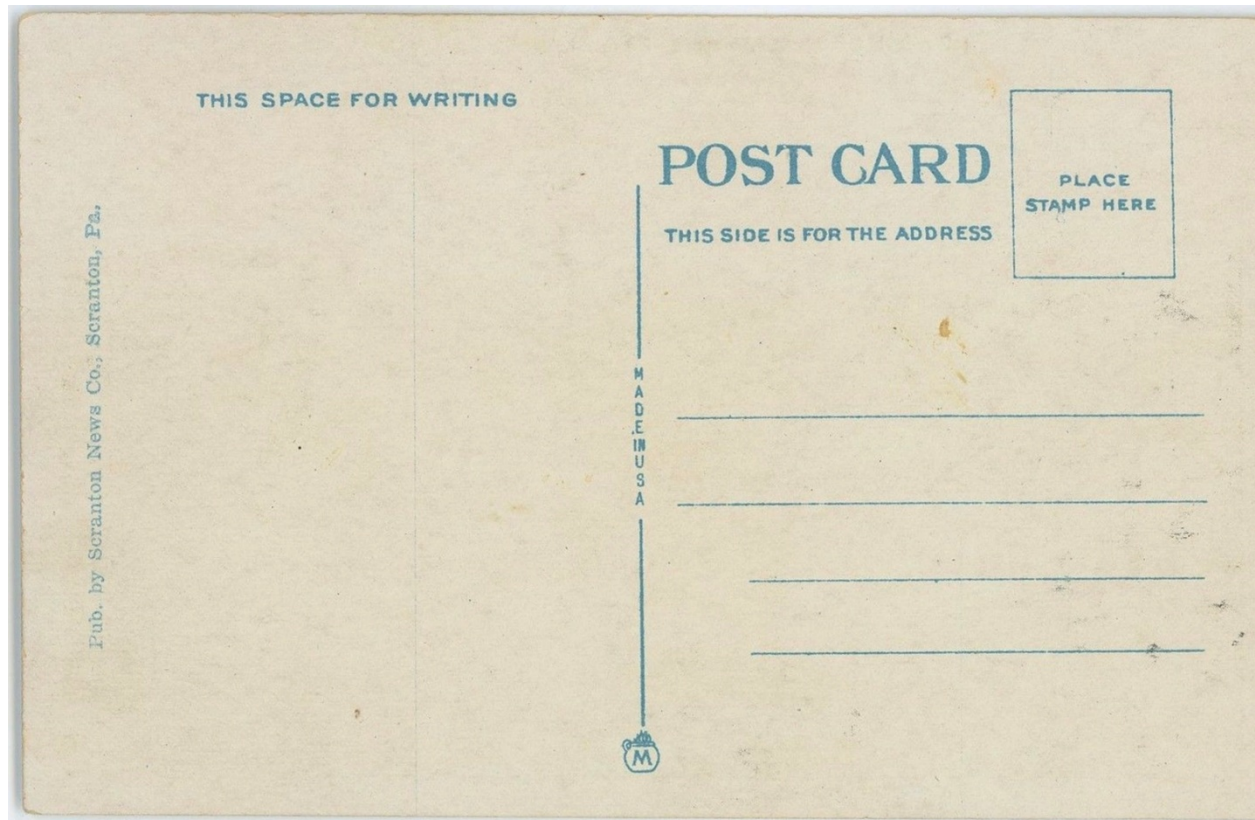
Reverse of post card shown on the preceding page:



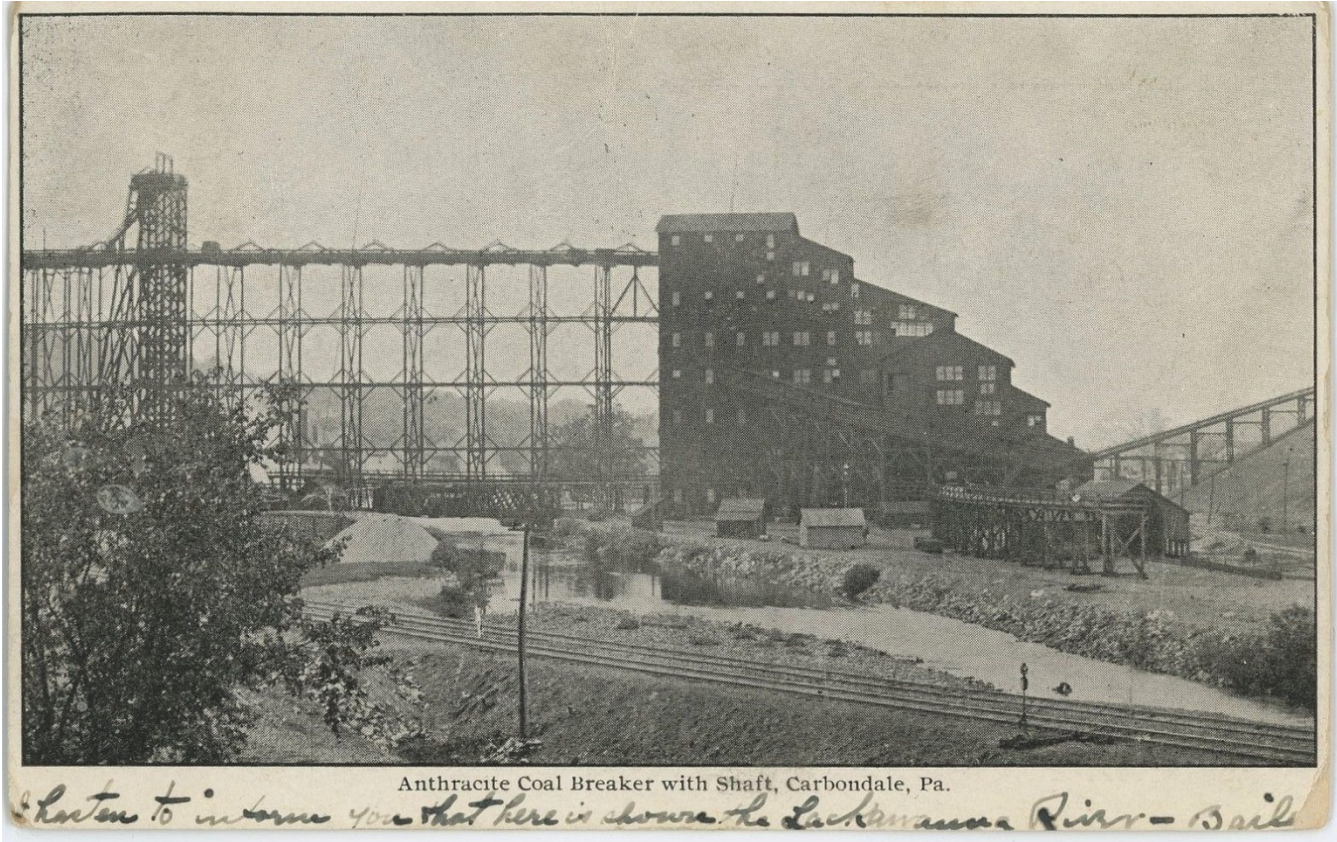
2. *D. & H. Breaker, Jermyn, Pa.* This post card was sold on E-Bay on May 5, 2017.



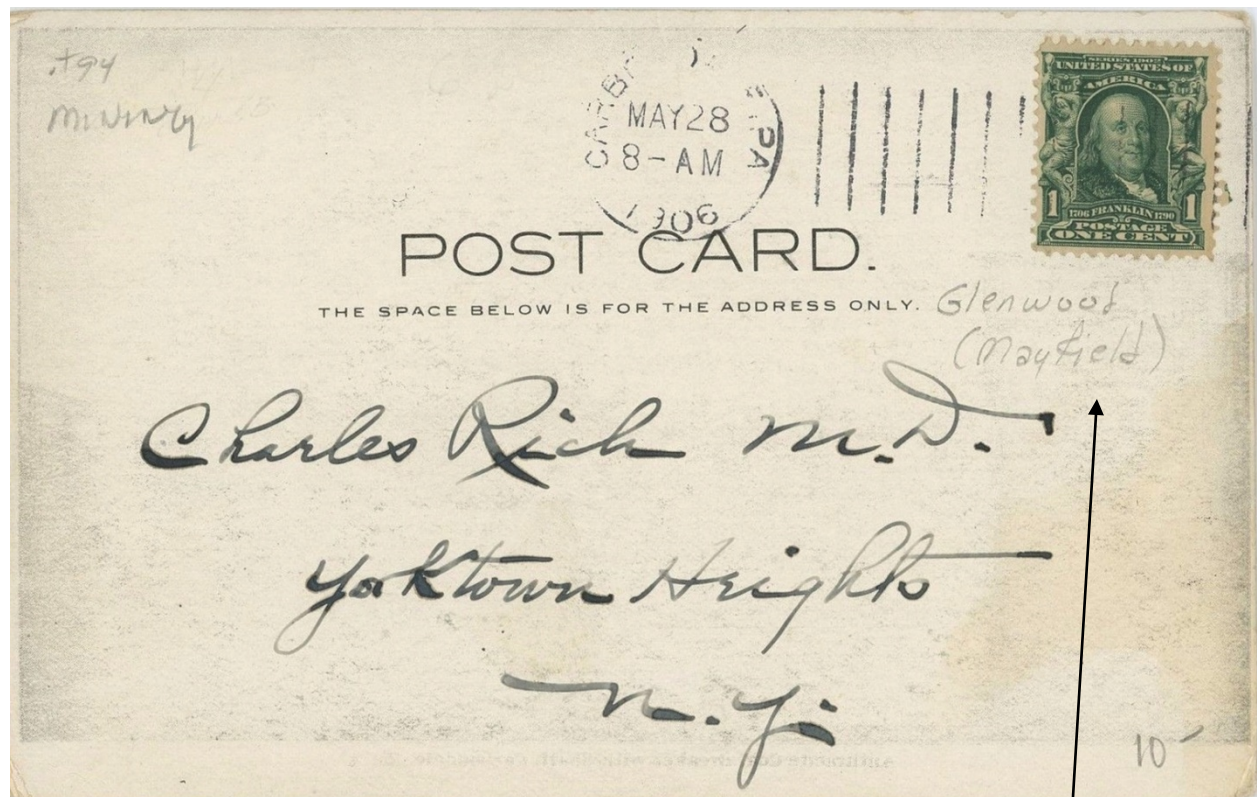
Reverse of post card shown on the preceding page:



3. *Anthracite Coal Breaker, with shaft, Carbondale, Pa.* This post card was sold on E-Bay on May 5, 2017. This is the Glenwood Breaker in Mayfield; see the note on the reverse of this post card that is shown on the following page:



Reverse of the post card shown on the preceding page:



"Glenwood (Mayfield)": notation on the reverse of this post card.

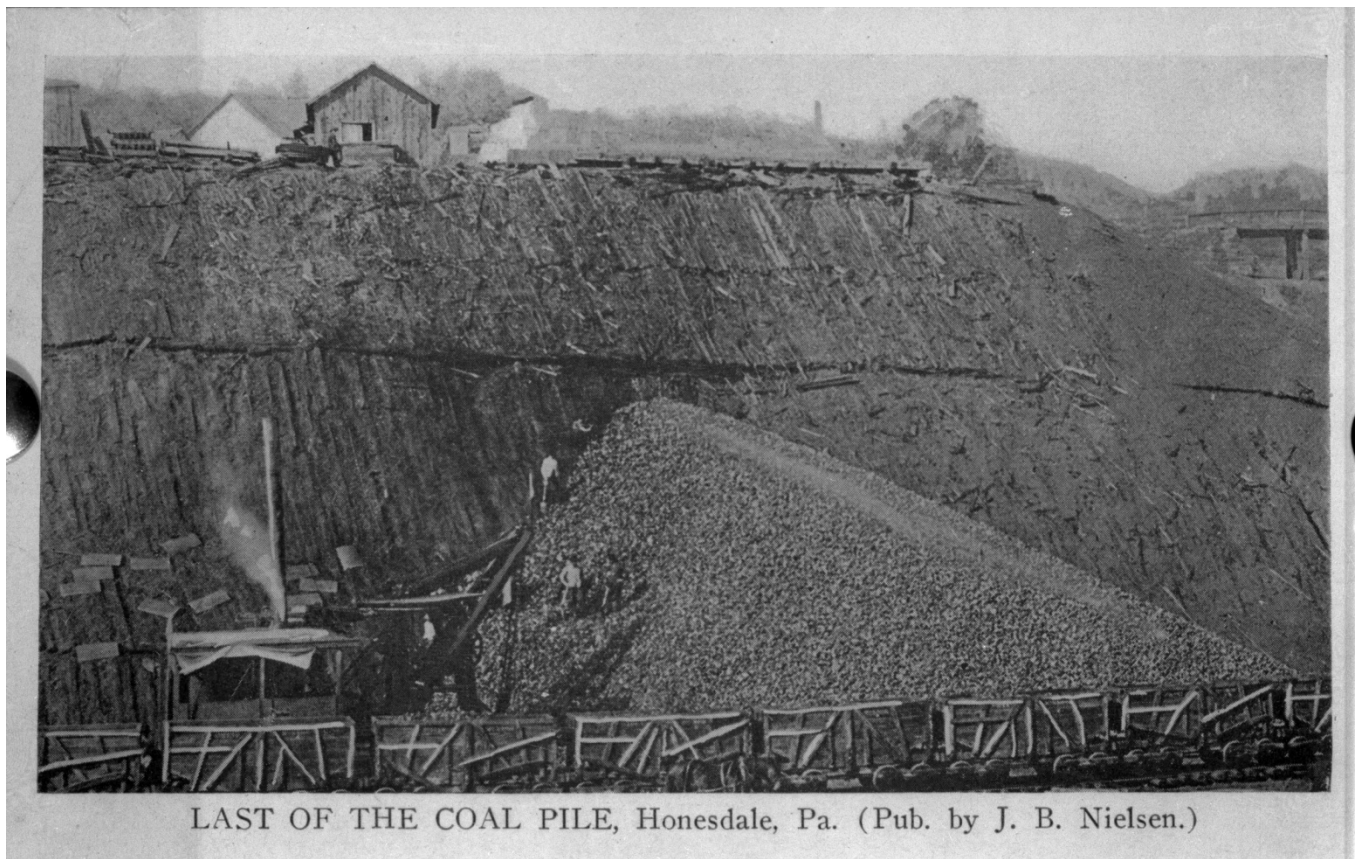
4. In Volume XVIII, pp. 248-250, we took a look at the steam shovel that was used to load culm at the Lackawanna Breaker in the Carbondale Yard. That same steam shovel was also used to load canal boats at Honesdale.

In the box of D&H and PCC negatives that Sal Mecca purchased at the Dr. Steers auction, there is a negative of a photograph of a steam shovel and a large group of men and boys at the D&H loading docks in Honesdale. This is the same steam shovel that is shown in the stereocard, No. 977, of Hensel: "Steam Coal Shovel on the D. & H. Canal Docks". Here is the photo of the steam shovel that is the subject of one of the Steers negatives:



In those same photo negatives from the collection of Dr. Edward Steers (now in the collection of Sal Mecca, Dunmore) there are two additional photographs of the D&H steam shovel loading coal at the D&H docks in Honesdale. Here are those two photographs:

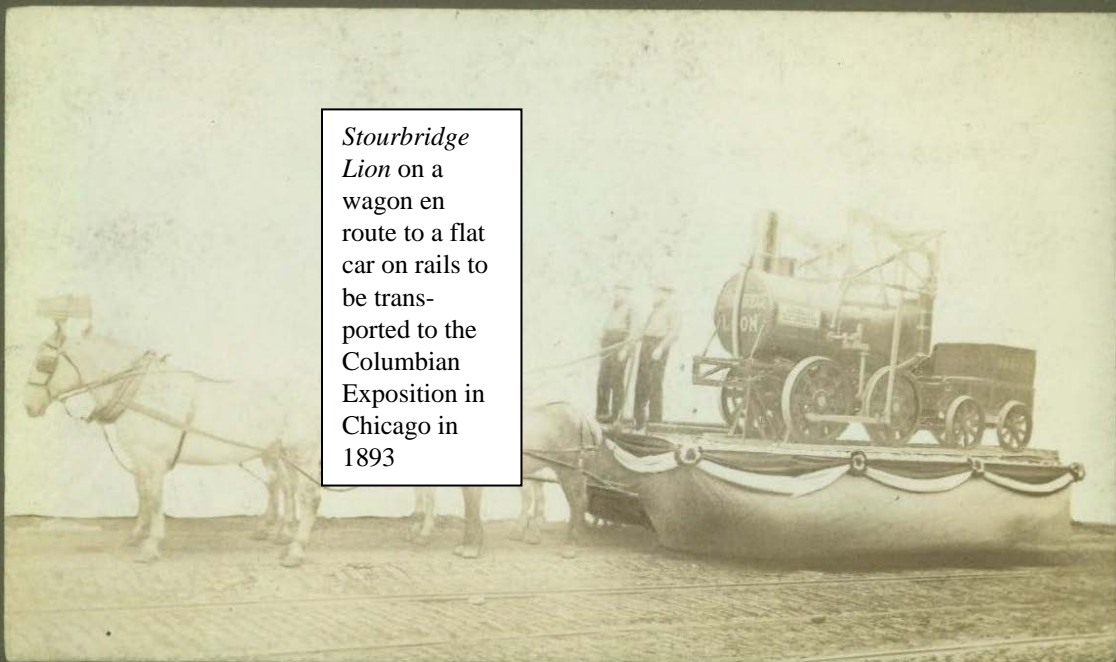




LAST OF THE COAL PILE, Honesdale, Pa. (Pub. by J. B. Nielsen.)

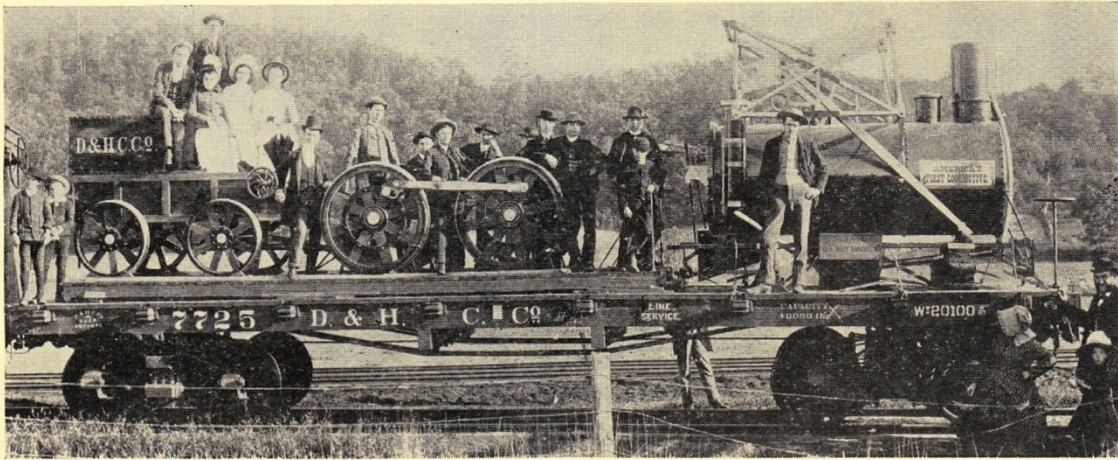
5. *Stourbridge Lion* on its way to Chicago, 1893

This photograph was brought to our attention on October 27, 2017 by Larry Rine, West Lebanon, NH. This extremely rare photograph was taken in Honesdale in 1893 when the *Stourbridge Lion* was placed on a wagon for movement to a railroad flat car for transportation to the Columbian Exposition in Chicago. Our sincere thanks to Larry Rine for bringing this photograph to our attention.



Stourbridge
Lion on a
wagon en
route to a flat
car on rails to
be trans-
ported to the
Columbian
Exposition in
Chicago in
1893

Here is a photograph of the Stourbridge Lion on the D&H flat car, in Nescopeck, on which it was transported to Chicago in 1893, to be exhibited at the Columbian Exposition there. This photograph is the frontispiece of *Passenger, Freight and Work Equipment on the Delaware and Hudson The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES* : : June 2, June 5, 1927.

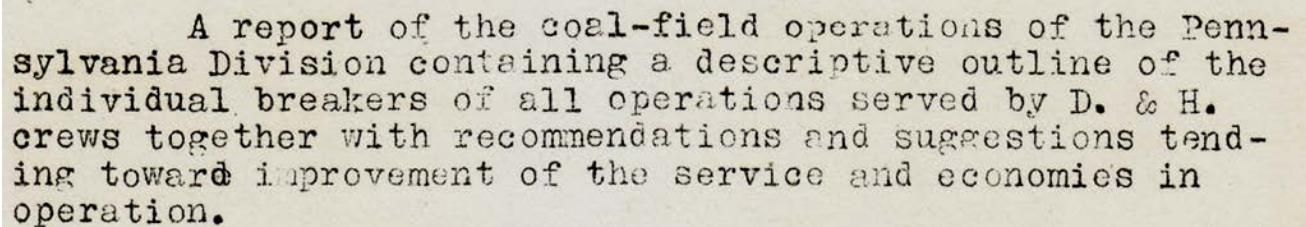


1890-1900

An interesting photograph of the "Stourbridge Lion," weight about 7,000 pounds, en route to the Columbian Exposition in Chicago, (1893), on a 40,000 pounds capacity D. & H. C. Co. flat car. This photograph was taken in the Pennsylvania Railroad yards at Nescopeck, Pa.

6. On November 22, 2017, John V. Buberniak donated a large box full of D&H items to the Carbondale D&H Transportation Museum. Contained in that box is a copy of *Report of Committee for Conducting Transportation Operations in Anthracite Coal Region and Existing Facilities with Recommendations for Improvement*, March 23, 1921. Presented therein is a vast quantity of data on the breakers owned and operated by the D&H at that time.

A summary description of the content of this remarkable volume is given in the first paragraph of the "Introductory" page, given below, as follows:



A report of the coal-field operations of the Pennsylvania Division containing a descriptive outline of the individual breakers of all operations served by D. & H. crews together with recommendations and suggestions tending toward improvement of the service and economies in operation.

Given that fact, it is well that we present here a copy of the entire volume.

ASSOCIATION OF TRANSPORTATION OFFICERS

THE DELAWARE AND HUDSON COMPANY

REPORT OF

COMMITTEE FOR CONDUCTING

TRANSPORTATION

OPERATIONS IN ANTHRACITE COAL REGION

AND

EXISTING FACILITIES WITH RECOMMENDATIONS FOR

IMPROVEMENT

MARCH 23, 1921.

INTRODUCTORY

A report of the coal-field operations of the Pennsylvania Division containing a descriptive outline of the individual breakers of all operations served by D. & H. crews together with recommendations and suggestions tending toward improvement of the service and economies in operation.

Practices and conditions which are common at most of the operations are treated in a general way under the following headings, after which a detailed report of individual operations follows.

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3. Switching of Under and Overload Cars	" 3
4. Lack of Scale Facilities at Independent Breakers	" 4
5. Car Inspection	" 6
6. Car Cleaning	" 6
7. Car Distribution	" 8
8. Billing	" 10
9. Power	" 12
10. Crew Service	" 15
11. Mine Cave Watchmen	" 17
12. Passenger and Through Freight Trains and Their Relation to Mine Runs	" 17
13. Layout and Lack of Track Room in Delaware and Hudson Yards	" 18
Coal Operations - Plymouth to Forest City	22 to 79 incl.
	(Index next page).

A careful look at the *Index* on this and the following nine pages makes it very clear what a remarkable volume this March 23, 1921 volume is.

Detailed data on all of these breakers is presented in this volume:

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Detailed data on these 33 coals fields in the 40 miles between Forest City and Plymouth is presented in this volume:

1.

GENERAL.

The Coal Fields embrace approximately thirty-three operations* within a distance of forty miles, from Forest City to Plymouth.

<u>OPERATION</u>	<u>OPERATED BY</u>	<u>LOCATION</u>
Loree	Hudson Coal Co.	Plymouth, Pa.
Kingston #2	Kingston Coal Co.	"
Kingston #4	" " "	"
Gaylord	" " "	"
Baltimore #5	Hudson " "	Parsons, Pa.
Pine Ridge	" " "	" "
Maderia	Wilkes-Barre Coal Co.	Hudson, Pa.
Conlon	Conlon Coal Co.	" "
Central	Central " "	" "
Laflin	Hudson " "	Laflin, Pa.
Holden	Holden Coal Co.	Avoca, Pa.
Suffolk	Suffolk " "	" "
Spring Brook (Bank)	Dawson Coal Co.	Moosic, Pa.
Black Diamond	Black Diamond Co.	Minooka-Taylor, Pa.
Greenwood	Hudson Coal Co.	" "
Gibbons	Gibbons " "	South Scranton, Pa.
Von Storch	Mid Ridge Coal Co.	Green Ridge, Pa.
Manville	Hudson Coal Co.	" "
Mervine #2	" " "	Providence, Pa.
Leggitts Creek	Leggitt's Creek Coal Co.	" "
Eddy Creek	Hudson Coal Co.	Olyphant, Pa.
Olyphant	" " "	" "
Mt. Jessup	Mt. Jessup Coal Co.	Peckville
Archbald	Archbald Coal Co.	Archbald, Pa.
Edgerton	Edgerton Coal Co.	Bushwick, Pa.
Gravity Slope	Hudson Coal Co.	Archbald, Pa.
White Oak (Bank)	" " "	Jermyn, Pa.
Jermyn	" " "	" "
Powderly	" " "	Mayfield, Pa.
Clinton	" " "	Forest City, Pa.
Coal Brook	" " "	Carbondale, Pa.
Carbondale	Carbondale Coal Co.	Bushwick, Pa.
Racket Brook	Racket Brook " "	Carbondale, Pa.

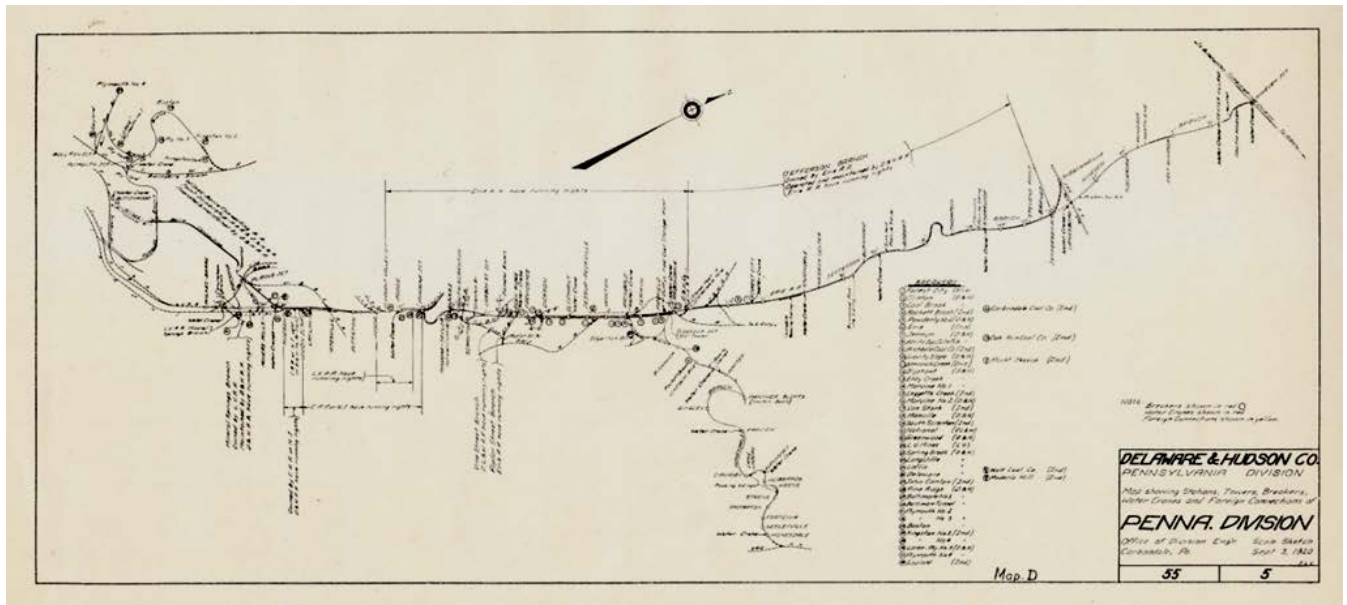
Consider these remarkable statistics for 1920 and 1921.

→ The sixteen operations of the Hudson Coal Company produce Seventy-nine and 8/10 percent of the entire output.

→ During the year 1920, there were loaded at the mines 241821 cars, an average of 860 cars per day at a cost in mine crews' wages of \$286,301.82. Thus for each car loaded at the mines there was in mine run crews' wages \$1.19.
paid

→ During the month of January 1921, there were loaded at the mines 24,268 cars, in twenty-six working days, or an average of 970 cars per day.

*See Ref. Map "D".



To handle this output 390 mine run crew days were used, averaging 10 hours and 40 minutes on duty, at a cost in wages of \$18,961.71. Thus for each car loaded at the mines there was paid in mine crews' wages 78 cents. At some points yard crews handled the mine work, but this is balanced in figures by the fact that some of the regular mine runs do station work and other local work.

SWITCHING OF CONDEMNED COAL

At all of the larger breakers a number of cars, of condemned coal results from operations each day which have to be returned to breaker where coal is dumped for reparation.

In the movement of cars from loading chutes to loaded scales they pass an inspection platform where several buckets of coal are taken from different parts of the car, while cars move to loaded scales and then to loaded yard. It is not ascertained that the coal in a particular car is condemned until after such car reaches the loaded car yard and is mixed with cars which have been billed and are ready for movement.

Upon arrival of crew serving breaker, the conductor is given initials and numbers of all cars of condemned coal which have to be returned to the breaker. Such cars have to be switched out in loaded yard and assembled on some convenient track from which they are moved to the light car yard. From this point they are let down to the breaker where coal is dumped into conveyor. Cars then pass to the loaded car yard, where they become mixed with loaded cars and it is necessary that such empty cars be switches out and again placed in light car yard for subsequent loading, making four extra switching movements per car after initial placement in light yard, and consuming considerable time of mine run crews.

Some idea of the amount of such switching will be gathered from the fact that for the first four days of February 1921 there were switched 104 cars of condemned coal at the breakers.

The volume of condemned coal each day depends in a measure upon the amount of refuse from culm banks which is dumped at breaker and handled with fresh mined coal.

No compensation has ever been allowed the railroad for switching of condemned coal. However, it is thought that such switching cannot be considered as "switching incident to placing of empty cars and removal of loaded cars at the breaker."

Using the averages of the first four days of February, 1921, the railroad switches yearly approximately 7700 cars, of condemned coal at the breakers, each car requiring four extra switches.

Due to the fact that it is not known until car reaches the loaded yard whether or not it is condemned, a remedy for the condition would be hard to find from a railroad standpoint.

IT IS RECOMMENDED, that a switching charged be assessed for all switching of condemned coal, thereby defraying the enormous expense now assumed by the railroad for such switching.

Note: Figures as to number of cars of condemned coal and to over and under loads for the year of 1920 could not be obtained, because prior to January 1921 records of such switching were not kept.

SWITCHING OF UNDER AND OVERLOADED CARS

At some of the breakers crews are required to perform a considerable volume of switching incident to adjustment of lading of under and overloaded cars. At the present time and for sometime in the past, the railroad has by means of circulating pamphlets, circulars, etc., among shippers and by having representatives call upon shippers, urgently requested the utilization of car capacity when loading full carload shipments.

In cooperating with the D. & H. Company in this respect, the Coal Companies have been very particular in loading and will not bill out any cars which do not meet the requirements as to maximum capacity.

After car has been loaded at the chute it is let down to the loaded scale for weighing and if it develops that car has been underloaded or overloaded it is not billed, but is let down to loaded tracks with other cars which have been billed and are ready for movement. When crew arrives to switch the loaded tracks and remove the cars to some designated point for furtherance to destination, the weighmaster gives the conductor number and initials of the under and overloaded cars. These cars have to be switched out and

assembled and subsequently moved to light car yard from which point cars are let down to breaker for either taking off or putting on more coal, as the case may be.

It has been found that cars have been returned to breaker for adjusting of loads where they have been underloaded but a few hundred pounds. In the loading of cars it is the opinion that every effort should be made to utilize capacity, however, if weighing develops that car has been only slightly underloaded, car should be permitted to go forward.

With respect to overloaded cars, it is necessary that lading be adjusted, in order to insure safe movement. For the first four days of February 1921, there were switched 83 cars for over and underload.

At some breakers overload bins have been installed near the scales, whereby coal from overloaded cars could be placed in the bins, while cars containing light loads could be filled out from such bins. However, in most instances there was not room enough to get bins of sufficient capacity to answer the purpose. Moreover, when cars were stopped at these bins for taking from or adding to the contents, it held up the operation of the entire breaker.

Fifty percent of the cars switched for underloads are cars that are but half full. This condition is the result of the loading foreman not knowing if his loading bin contains a full carload before starting to load the car. Using the averages of the first four days of February 1921, the railroad switches yearly approximately 6300 defective weights, each car requiring two extra switches after initial placement in light car.

IT IS RECOMMENDED that a switching charge be assessed for all switching of under and overloaded cars, thereby defraying the enormous expense now assumed by the railroad company for such switching, and that cars only slightly underload be permitted to go forward so as to avoid the extra handling and consequent delay to the equipment.

LACK OF SCALE FACILITIES

A large amount of switching at yards and terminals where track scales are located is performed in the weighing of cars of anthracite coal loaded at operations which are not equipped with scale facilities, as well as back haul movement of cars in many instances.

These conditions exist chiefly with small operations loading from one to eight cars per day as shown in the individual report on each operation. In each case where it has been ascertained that the mining operation and loading of coal will continue for an indefinite period, it is recommended that the operators be requested to install a loaded scale of sufficient length and capacity to weigh the output except where the output is very small.

However, at all of the larger operations loading from six to ten cars per day, it is possible that they may be persuaded to install scales for weighing loads which would greatly minimize terminal and yard expense in the switching of cars to be weighed and eliminate the back haul movement of cars in a great many instances.

Central Coal Company - average daily output 7 cars. Coal moving via Wilkes-Barre and coal moving via the Erie at Pleasant Valley is weighed at Wilkes-Barre, causing backhaul and excessive switching on all coal for the Erie. Coal for the north is weighed at Green Ridge.

Holden Coal Company - average daily output 6 cars, majority of which is routed to the Erie at Pleasant Valley. All such coal is moved to Green Ridge to be weighed, and then backhauled to Pleasant Valley. Cars for the south are weighed at Wilkes-Barre. This operation is expected to grow larger.

Black Diamond Coal Company - average daily output about 4 cars. Cars from this operation are taken to Green Ridge for weighing. Operation is expected to run about two more years.

Archbald Coal Company - average daily output 8 to 10 cars. These cars are taken to Olyphant for weighing and then moved to the Erie at Pleasant Valley and the C. H. J. at Wilkes-Barre.

Racket Brook - average daily output 15 cars, which are weighed and billed at Duffy's Field.

Carbondale Coal Company - average daily output 6 cars, which are weighed and billed at Duffy's Field.

IT IS RECOMMENDED, that steps be taken to have scales installed at the above mentioned operations ~~and~~ that switching and weighing charges be assessed. If it is impossible to have such companies install scales, the necessity for the track changes at Hudson and Green Ridge Yards, as recommended under "Yards", will be increased.

CAR INSPECTION

At certain large operations hereinafter mentioned, car inspectors are provided by the D. & H. Company. It is their duty to inspect empty cars prior to loading and mark out cars which are defective. All cripple cars so tagged in the light yard, are run through the breaker to loaded car yard and from loaded yard are generally removed with the loaded cars and switched out and taken to the Home Terminal of the crew serving breaker, where repairs are made. Inspection of loaded cars is also made for running repairs and safety appliances and should cars be damaged due to negligence of car riders of Coal Companies, these cars are marked out and bill is rendered against Coal Companies for the cost of repairs.

Due to the fact that through trains are not assembled at the breakers, it being necessary to switch all cars at Carbondale, Olyphant, Green Ridge, Parsons, Plymouth and Wilkes-Barre in making up trains and where inspectors are located, the practicability of permanent location of inspectors at breaker is questionable. All empty equipment before being sent to mines for loading is given thorough inspection in Carbondale Yard or at other connections where light cars are received by us.

Fifteen car inspectors, employes of the railroad company, are located at the following breakers:

- 2 at Forest City
- 1 at Coal Brook
- 1 at Powderly
- 1 at Gravity Slope
- 1 at Olyphant
- 1 at Eddy Creek
- 1 at Marvine
- 1 at Green Ridge
- 1 at Pine Ridge
- 1 at Baltimore No. 5
- 2 at Plymouth
- 2 working between Hudson and Moosic

This represents an expense of \$96.00 per day, or about \$30,000.00 per year.

CAR CLEANING

Empty cars are cleaned in the light car yards by employes of the Coal Company. The refuse is thrown on

the ground on and between the tracks, and is picked up by work trains. In order to keep these light car yards cleaned, a work train is operated each day, and during the winter months two trains per day are used. The cost of these work trains during the year 1920 amounted to over \$60,000; and it is estimated will reach between \$70,000 and \$80,000 for the present year. The cost to the Hudson Coal Company for labor to clean the cars is \$189.00 per day, or approximately \$57,645.00 per year.

Refuse picked up by work trains, about eight cars daily, contains in some instances 100 percent, and seldom less than 70 percent, good coal - which is dumped along the roadway and lost.

Mine run crews are often delayed in their work at the Breakers due to work trains being in the light car yards. The entire cost of cleaning all empty cars, Hudson Coal Company and Railroad Company, amounts to approximately \$130,000.00 per year.

The expense to the Railroad Company for the cleaning and inspecting of cars at the Breakers, is approximately \$100,000.00 per year, and to the Hudson Coal Company for cleaning \$57,645.00, or a grand total for the two items of \$157,645.00.

It should be considered that nearly all of these empty cars pass through Carbondale Yard and receive one inspection. It is the opinion that much could be saved if a plant were installed in or near Carbondale Yard where the light cars could pass through, be cleaned by water under pressure, the refuse drained into pits beneath the tracks, and later reclaimed. The cars would then pass on to the light car tracks, be classified as to self-cleaners, etc. in the operation, and inspected.

This would eliminate the keeping of inspectors at the Breakers, the necessity for the work trains, and necessity for car cleaners employed by the Hudson Coal Company.

It is believed that the coal reclaimed would pay a large part, if not all, of the expense necessary to operate such plant. The inspection of the loaded cars received at the various Railroad Yards should suffice.

IT IS RECOMMENDED that the question of a central cleaning plant be given a thorough study with a view to ascertaining the advantages and savings of such plant, its effects on the operation from the standpoint of the railroad and the coal companies and the possible location of such plant. Also, the initial costs of erection and track changes necessary, and the methods and expense of reclaiming refuse.

The Committee feels that the proposition is worthy of a more exhaustive study than it had authority to complete.

CAR DISTRIBUTION

The supply of empty cars for loading at each operation served is under the jurisdiction of a car distributor located in office of Superintendent. As a means of assembling necessary data required to efficiently serve each operation and to prevent interruption in loading, Form 2518 "Coal car situation report ending 6:00 P.M.",* is in use. This report shows the car situation at each operation as well as activities at Coal Storage operations, number of empty and loaded cars stored on available tracks so designated and the number of cars of unconsigned coal.

At about 4:00 P.M. each day, the information required by this report such as number of cars loaded, empty cars left over, will use tonight, empty cars required, hours worked etc. is given the Superintendent's office by the Coal Companies, either by telephone or telegraph. Activities at storage plants giving the number of cars loaded and the number of empty cars required for loading, also from the different Agents and Yardmasters, the number of empty and loaded cars on various tracks and in yards, is also given.

After all information required by this form has been received and entered thereon, report is given to train dispatcher, who arranges for the distribution of empty cars and the movement of loaded cars accordingly.

Under this arrangement the Superintendent's office is constantly in touch with activities at each operation and is in position to efficiently govern the distribution of empty cars for loading. Owing to effective tariff provisions which exempt cars both loaded and empty placed at mine sidings, mine operations, etc., from demurrage rules, no records are maintained at stations of cars placed for loading or cars loaded, as such cars are subject to our distribution rules only.

In most instances empty cars are moved by the road crews from Carbondale Yard to various concentration points along the road.** From these concentration points they are

*See Ref. Map "E".

**See Ref. Map "C".

moved by the mine crews to the breaker.

Clinton Breaker situated north of Carbondale receives a supply of empties from southbound road crews.

Coal Brook Colliery, located west side of Carbondale Yard, is furnished empties from that yard.

Racket Brook, Carbondale Coal Company, Edgerton and Duffy's Field are supplied from Carbondale Yard.

Powderly secures empties from Track #3 between Powderly and Lookout, placed there by road crews.

Jermyn, requiring all self-cleaning cars, receives same from Carbondale Yard, brought by road crews to Jermyn.

Gravity Slope receives its empties from Track 3, north of Archbald station, and Archbald Branch, set off there by road crews. When not available at this point, mine run crews take empties from Carbondale Yard.

White Oak Bank, when in operation, requires self cleaners. These are brought by the mine run crew from Carbondale Yard.

Mt. Jessup secures its empties from track 3, north of Winton Junction, which are placed there by road crews. When not available at that point, mine run brings them from Carbondale.

Archbald Coal Company receives empties from Carbondale Yard, with the mine run.

Olyphant Breaker receives its empties from track 3, north of Valley Junction, and north of Grassy Island, placed there by road-crews.

Eddy Creek receives its empties from Track 3, north of Valley Junction, placed there by road-crews.

Marvine No. 2 receives its empties from Track 3, north of Valley Junction, placed there by road-crews.

Leggitt's Creek receives its empties from the extension south of Marvine, placed there by road-crews.

Von Storch receives its empties from Green Ridge Yard.

Manville requires self cleaners, which are brought from Carbondale and Green Ridge Yards, by mine crews.

Greenwood receives empties from Little York, delivered from interchange with the Erie. If none are available there, they are brought from South Scranton Siding, placed there by road crews.

Holden, Black Diamond and Gibbons receive their empties from Little York and South Scranton Sidings, placed there by road crews.

Laflin requires self-cleaners, which are brought from Parsons Yard, placed there by road crews.

Maderia, Conlon and Central receive their empties from Parsons and Hudson Yards, placed there by road crews.

Pine Ridge and Baltimore No. 5 receive their empties from Parsons, placed there by road crews.

Loree, Kingston and Gaylord receive their empties from Plymouth, moved there from Carbondale by road crews.

BILLING

BILLING FROM BREAKER AS COMPARED WITH BILLING FROM CENTRAL POINT

It is the practice to issue at breakers of the Hudson Coal Company complete waybills only for such shipments of coal that routes to connections via Junction points south of Carbondale, the necessary information essential preparatory to issuing waybills such as rates, routes, etc., being furnished upon request by telephone by the Coal Billing Agent at Carbondale. The preparation of waybills at the Breakers in such cases is done to eliminate the haul to Carbondale and return and to avoid congestion and delay to equipment at breakers.

Waybills for cars moved to Carbondale for points beyond are made out in part by the Weighmaster at breaker, showing car initial and number, gross tare and net weight, size of coal, etc. Upon arrival of cars at Carbondale and as orders are received, waybills are completed as to destination, route, consignee, rate charges, etc., by the Coal Billing Agent and forwarded with cars.

As to the question of having all coal loaded at Hudson Coal Company operations waybilled at the breaker regardless of ultimate destination, this scheme would require employment at each breaker of a competent billing and rate

clerk and the setting up of a file of anthracite coal tariffs. It would involve a complete set of coal tariffs at each operation as it would be impossible to comprehend the destination of movement of shipments and further it could not be anticipated that coal from a particular breaker would be sent to a certain territory. Further to facilitate the making of waybills it would be necessary to furnish each breaker with a Cox Calculating tonnage book for extending the freight charges on waybills. This would be the initial expenditure necessary preparatory to billing all coal at the breaker.

In waybilling all coal at the breakers, consideration must also be given to the possible inconvenience to the Hudson Coal Company resulting from this practice. It would mean that instead of forwarding all orders for the so-called North Coal to a central location as is now in effect, orders would have to be distributed among the several breakers wherever the particular sizes of coal desired were on hand. It is thought that the Hudson Coal Company would not favor such arrangement as it would no doubt increase their office routine work to a considerable extent in the nature of reports from each operation of coal loaded, billed, on hand, etc.

In looking at this proposition from a railroad view point it means an initial expense for billing clerks and a set of tariffs at such breaker. Yards south of Carbondale are not adequate in size to permit the classification and assembling of cars and the making up of through trains for points north of Carbondale and also it is likely to occur very often, that enough cars for a certain destination, territory or route could not be assembled at one point and consequently they would have to be moved to Carbondale and handled. If the billing of cars at the breaker would not eliminate to some extent the handling in Carbondale yard, it is the opinion that no change in the manner of billing should be made.

Another feature entering into this proposition is the practice followed by the Hudson Coal Company in filling orders as to quality of coal. Owing to the fact that some variation in the quality of coal mined and prepared at the Breakers exists, in filling orders at Carbondale it is understood that the quality of coal is distributed among the different agents of the Hudson Coal Company, in other words, it is not the policy to give one agent all the best grade of coal. The distribution of coal as to grades is done by a clerk on the payroll of the Hudson Coal Company located in the Carbondale Coal Billing Station. In view of this method of distributing the quality of coal, it is thought that the practice of billing at the breaker would not be favorably looked upon by the Hudson Coal Company and further, under this method additional switching would result at each operation in classifying and assembling cars.

In reviewing the various phases of this matter and considering the interests of both the Hudson Coal Company and the railroad, it is thought the present practice of billing from a central location is the most economical to all concerned.

The output of the various Breakers is destined to five points on the D. & H.

Carbondale for the north - 64 percent of the entire output.

Pleasant Valley for the Erie	- 17 percent.
Jermyn for the O&W	- 15 percent.
Buttonwood for the PRR	- 3 percent.
Wilkes-Barre for the CNJ	- 1 percent.

At Hudson Coal Company operations all coal for Carbondale and north is memo-billed to Carbondale, where the proper billing is furnished by the Coal Billing Clerk.

Coal for the other four points is billed direct from the Breakers. The billing of the coal from the Independent Collieries is handled by the nearest D&H Agent. Thus our Agent at Plymouth Junction handles Kingston #2 and #4, and Gaylord, Agent at Hudson handles Maderia, Conlon and Central. Agent at Avoca handles Holden and Suffolk. Agent at Minooka-Taylor handles Black Diamond. Agent at Vine Street handles the John Gibbons, Slocum Hollow, Von Storch, and directs the billing at Leggett's Creek. Agent at Peckville handles Mt. Jessup. Agent at Archbald - Archbald Coal Company. Agent at Duffy's Field - Carbondale Coal Company and Racket Brook.

POWER

Power used in coal operations consists of E-2, E-3-A and E-5 class engines*. In order to secure the greatest possible service from each power unit, engines from Carbondale, Green Ridge and Wilkes-Barre are pooled. No separate pools are maintained for mine runs, engines working on road runs, mine runs, pusher and yard service. It frequently occurs that at the time the mine run crew is marked there are no E-3-A engines available, and as such crews cannot be held to wait for suitable power, due to the fact that Breakers must be served promptly or close down operations, they are furnished E-2 engines.

*See Ref. Map "B".

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Wherever E-2 engines are used much time is lost, due to the fact that they are too light to handle the work and complete same within the eight hour period, for instance, at most Breakers in pulling the loaded tracks, these engines are not powerful enough to pull the full track so that only part of the track can be handled. It often occurs that after some cars have been taken out of the loaded tracks, before the engine returns to finish pulling the track, other cars have been thrown in, which must be switched out before the remainder of the track can be pulled.

Before the adoption of the eight hour working day the inconvenience of the light power was not felt so keenly as at present, where in order to complete the work within the eight hours the moves of the crew must be reduced to a minimum.

That the maximum service is obtained from all power in these pools is illustrated by the fact that at Green Ridge 20 crews are working with 12 engines, as follows:

2	road runs
4	mine runs
4	pushers
8	yard crews
1	pull up
1	work train
<hr/> 20	runs

Engines assigned at Green Ridge are:

2	E-3-A
6	E-2
1	E-5
3	light switchers
<hr/> 12	engines

It is the intention of the Division Officers to keep the lighter power off the mine runs whenever possible, and to that end a tentative arrangement for the matching of engines has been placed in effect.

The following is a list of the mine run crews showing the types of engines commonly used and the recommendations as to larger or smaller engines.

Carbondale Crews.

6:00 A. M. serve Racket Brook, Edgerton, Carbondale Coal Company and Duffy's Field. Uses E-3-A engine, E-2 engine too light for work. Cannot use E-5 engine because of poor track conditions of Carbondale Coal Company and Edgerton.

9:30 A. M. serve Mt. Jessup, Sterric Creek, uses E-3-A engine, E-2 engine too light for work. E-5 engine would be of no advantage, account of small output of operations.

8:00 A. M. serve Clinton and Forest City, uses E-5 engine.

7:30 A. M. serve Powderly and Jermyn, uses E-3-A, engine, E-2 engine too light for work, could use E-5 engine, but account of engine being double-crewed E-5 will not do the work at Jermyn, account track conditions at Jermyn Breaker.

8:00 A. M. serve Gravity Slope and White Oak Bank, use E-5 engine.

4:30 P. M. serve Archbald Coal Company, and takes lights to Olyphant, Eddy Creek and Gravity Slope, uses E-3-A engine. E-5 engine will not take curves at Jermyn.

8:00 P. M. Yard Crew serves Coal Brook Breaker, uses E-5 engine.

Green Ridge Runs:

7:00 A. M. serve Greenwood, Suffolk, Holden, Gibbons and Black Diamond, should have E-3-A. Often must use E-2, which is too light for work. Cannot use E-5 account of track conditions at Breakers.

8:00 A. M. serve Olyphant and Eddy Creek, uses E-5.

6:30 A. M. serve Marvine No. 2. Pulls coal to Olyphant, uses E-3-A engine at present, will need E-5 engine when breaker is turning out their full output.

8:50 A. M. serve Manville and Leggitt's Creek, uses E-3-A or E-2 engine. No advantage in E-5 engine, account of small output.

Wilkes-Barre Crews:

6:30 A. M. serve Maderia, Conlon and Central, uses E-3-A engine, E-2 engine too light for work. Cannot use E-5 account of track conditions at Breaker.

6:10 A. M. serve Loree, uses two E-3-A's, or an E-3-A and E-2. Two small engines better than one E-5.

6:30 A. M. serve Pine Ridge, uses E-3-A engine. E-2 engine too light for work. Account of tracks needing renewing, E-5 cannot be used.

6:40 A. M. serve Baltimore No. 5 and Baltimore tunnel uses E-3-A engine, E-2 engine too light for work. Cannot use E-5 account of overhead clearance.

6:50 A. M. serve Kingston #2 and #4, uses E-3-A. Could use E-5 to good advantage.

7:15 A. M. serve Gaylord. Moves cars from Wilkes-Barre and Hudson to Plymouth, uses E-3-A engine. Not enough work to warrant E-5 engine.

8:00 A. M. serve Laflin, uses E-3-A. This type of engine is O. K. but engine should have larger capacity tank.

IT IS RECOMMENDED that E-2 engines in the pools affecting mine run crews be placed by E-3-A engines, saving at least two hours per day for every crew working with an E-2 engine.

That E-5 engines be assigned where possible and that steps be taken to have trackage and clearance put in condition to accommodate E-5 engines at those points where output warrants the use of heavier power.

CREW SERVICE

In assigning what work is to be performed by mine crews, consideration has to be taken of what service is demanded by the Coal Companies and work is allotted to each crew so that maximum service is given and crew completed work within eight hours.

There are, however, so many different unavoidable obstacles in the daily routine of work about the breakers, that it is impossible on very many occasions to have crews register off duty within eight hours.

Seventeen mine run crews are used to serve the Breakers. The schedule of work is frequently changes, owing to the changing conditions at the various Breakers. However, the Division officers are at present experimenting with the re-arrangement of some of the runs, with a view of increasing service, at the same time getting the crews off duty at the end of eight hours.

At present the Collieries are served by Carbondale crews as follows:

6:00 A. M. Crew - Racket Brook, Edgerton, Carbondale

Coal Company and Duffy's Field.

9:30 A. M. - Mt. Jessup, Sterric Creek (and station work at Peckville).

8:00 A. M. - Clinton and Forest City.

7:30 A. M. - Powderly and Jermyn (and station work at Jermyn).

8:00 A. M. - Gravity Slope and White Oak Bank (Transfer work at Jermyn).

4:30 P. M. - Archbald Coal Company, and takes lights to Olyphant, Eddy Creek and Gravity Slope.

8:00 A. M. - Yard Crew. Coal Brook Breaker.

Green Ridge Runs:

7:00 A. M. - Greenwood, Suffolk, Holden, Gibbons and Black Diamond.

8:00 A. M. - Olyphant and Eddy Creek.

6:30 A. M. - Marvine No. 2. Pulls coal to Olyphant.

8:50 A. M. - Manville and Leggitt's Creek. (Station work at Olyphant).

Yard Crew - Von Storch.

Wilkes-Barre Crews:

6:30 A. M. - Maderia, Conlon and Central.

6:10 A. M. - Loree.

6:30 A. M. - Pine Ridge. (Commercial work in the vicinity of Parsons).

6:40 A. M. - Baltimore No. 5 and Baltimore Tunnel.

6:50 A. M. - Kingston #2 and #4. (Commercial work at South Wilkes-Barre and Plymouth).

7:15 A. M. - Gaylord. Moves cars from Wilkes-Barre and Hudson to Plymouth.

8:00 A. M. - Laflin.

MINE CAVE WATCHMEN

There are seventy mine cave watchmen employed by the D. & H. Company to patrol the right of way, at a cost of \$102,000 per year. These men are necessary in order to protect the Company from wrecks, etc., due to mine caves underneath tracks.

The number of such watchmen is being decreased from time to time as conditions permit and during the present year the expense for this item will be materially lowered.

PASSENGER AND THROUGH FREIGHT TRAINS - AND THEIR RELATION TO THE MINE RUNS

Although there are nine passenger trains, and about thirty road and through freight trains in each direction daily between Carbondale and Wilkes-Barre, they do not interfere with the mine runs, nor influence the mine service, except at those points described under yard facilities where switching is done from the main tracks, chiefly at Hudson and Green Ridge.

Should the volume of business increase to such an extent as to make the operation of three and four main tracks imperative, it will be necessary to discontinue the use of the slow tracks as storage points. At the present time these tracks are used for storage as follows:

Track 3: Between Lookout Junction and Marvine, for the storage of empty and loaded cars, to facilitate the work of mine crews.

Track 4: Between Valley Junction and Olyphant, for making up of trains and storing of cars.

Track 4: During certain hours between Archbald and Powderly, for the handling of White Oak and Jermyrn Breakers.

To discontinue the use of the above tracks for storage it will be necessary to install a series of side tracks, to be used for the concentration of empties and loads, at the approximate locations listed below:

Connect north end of "foot of C" with track #4. at Olyphant Breaker.

A 100-car siding south of Dickson (Northward side).

A 150-car siding south of Archbald. (Southward side).

A 100-car siding at Powderly. (Northward side).

A 100-car siding at Yatesville, (Southward side).

LAY-OUT AND LACK OF TRACK-ROOM IN THE D&H YARDS

PLYMOUTH YARD

Reference Map "A".

At this yard the coal from Loree, Gaylord and Kingston #2 and #4 is assembled. The yard is composed of six tracks, one of which is used for a main track and must be clear at all times, leaving five tracks for classification purposes, - the longest of which holds 30 cars, and the shortest 12. This yard receives from the Breakers about 230 loaded cars daily, from which five classifications must be made, as follows:

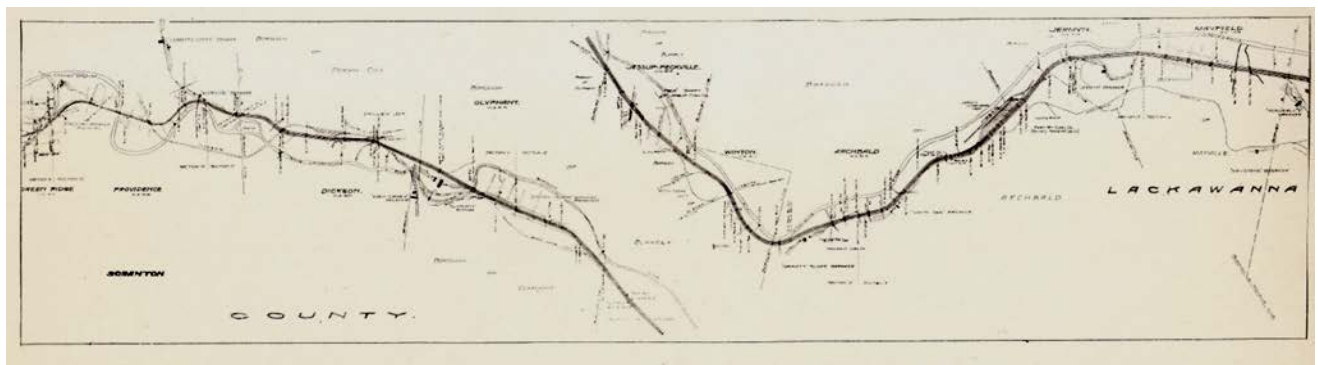
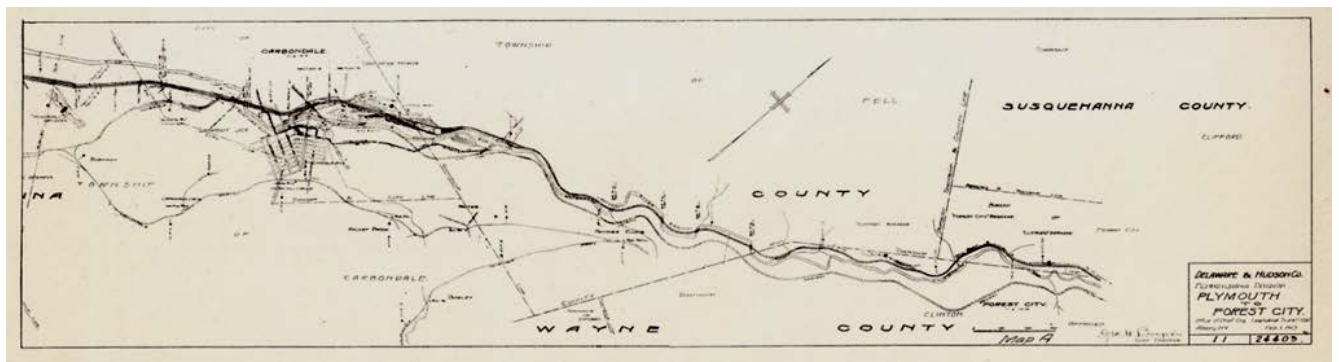
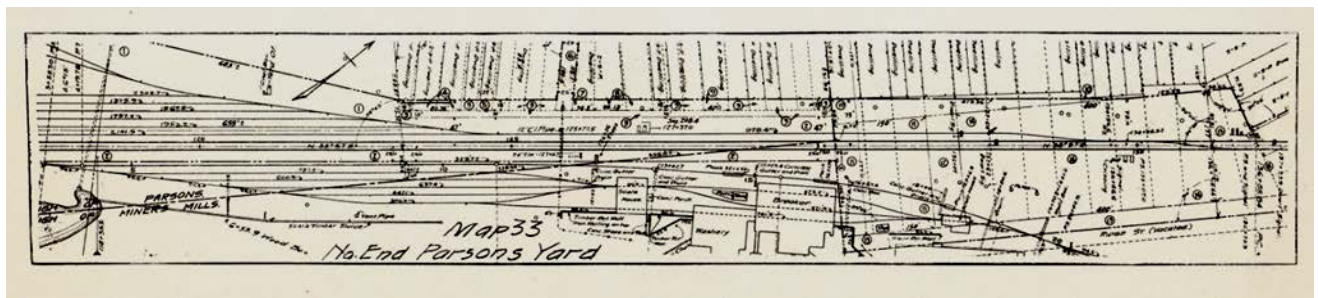
Carbondale and north
Erie - Pleasant Valley
P.R.R. - Buttonwood
O. & W. - Jermyn
C.N.J. - Wilkes-Barre.

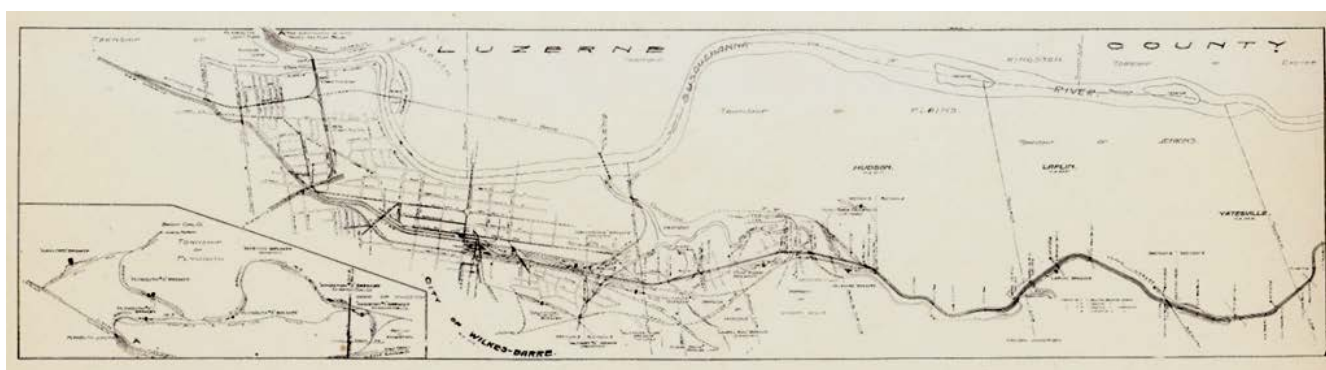
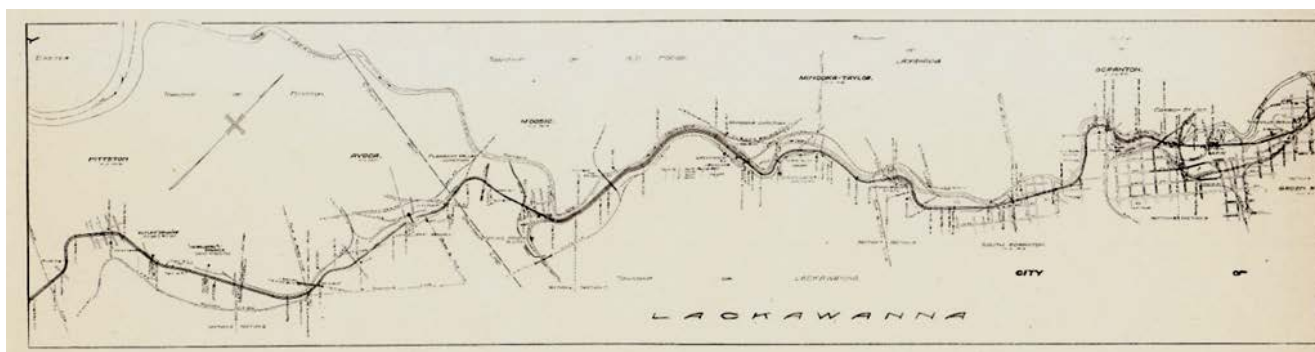
Also, one classification of cripples, making it necessary at times to block the main track, with resultant delay to other crews of the D. & H. and C. N. J. The pressure on this yard would be relieved greatly if one or more of the classifications at Loree were eliminated. This holds particularly true in cases of O. & W. cars.

PARSONS YARD

Reference Map #33.

This yard consists of six tracks, the longest of which holds 45 cars, the shortest 26. The yard has a total capacity of 202 cars. At this yard the coal from Pine Ridge, Laflin and Baltimore No. 5 and Laflin are distributed.





Coal to be stored at the Parsons Storage is also moved to the yard, occupying track room until unloaded. Due to the fact that the yard is so often congested, it is necessary to concentrate the empties for Pine Ridge, Baltimore No. 5 and Laflin at Yatesville, five miles north. This results in unnecessary delay to the mine run crews going to that point to get empties for these breakers.

IT IS RECOMMENDED: That tracks #2 and #3 be extended about 950 feet, to the same length as the present switching lead. This will increase the yard capacity to 290 cars, and will facilitate the yarding of empties and permit of a supply to be kept on hand at all times; and will speed up the switching of loaded cars brought to the yard.

PINE RIDGE LEAD

Reference Map "A"

IT IS RECOMMENDED that the present Pine Ridge Lead be extended from Parsons Station to south of Conyngham Switch. This will provide additional track space for 55 cars, on which the output from Pine Ridge and Baltimore No. 5 Collieries could be placed and picked up by road crews, avoiding considerable delay to road crews at Parsons Yard, and reducing the time on duty of both the Pine Ridge and Baltimore No. 5 mine crews, owing to the fact that it would be possible to keep both these crews out of Parsons Yard for at least two trips each day. The saving effected would be about two hours per day.

This track would also relieve to a great extent the congestion in Parsons Yard.

HUDSON YARD

Reference Map No. 34

The track lay-out and facilities for the handling of business are entirely inadequate. At this yard, loads from, and destined to, the P. R. R. and Plymouth districts are classified, as are empties from Maderia, Conlon and Central Coal Company. Cripples from Plymouth are also handled here.

All switching at this yard is done from the main tracks over the interlocking plant at Hudson Station; and all moves must be directed from the Yard office by 'phone

to the Towerman. This method is slow, subject to numerous delays, and very expensive; and tends to keep to a minimum the business capacity of the yard.

It also causes numerous delays to the southbound road crews. When such crews are stopped account of switch engine being on the main, before proceeding it is necessary for the flagman, who has gone back beyond the curve, to return; and by the time he gets to the train it often occurs that the switch engine is again out on the main.

IT IS RECOMMENDED: That a switching lead be built, extending across the present site of Hudson Station to a point about 400 feet north of the Station - moving the station back. With such a lead it will permit switching to be performed independent of the interlocking plant, will eliminate delays to yard operation and to main line operation; and in the item of crews' wages alone, should save at least \$14,000.00 per year.

GREEN RIDGE YARD

Reference Map No. 35.

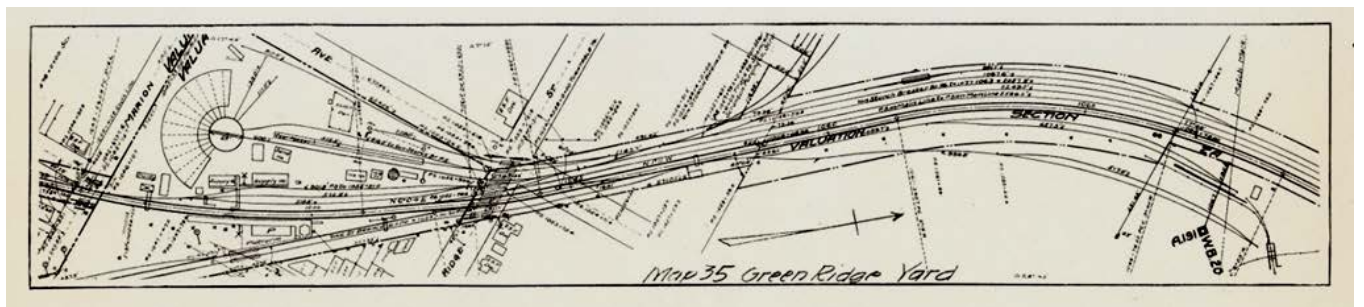
At this yard loaded cars from Greenwood, Suffolk, Holden, Black Diamond and Von Storch; and the south cars from Manville, Leggitt's Creek, Marvine No. 2, Olyphant and Eddy Creek; and empties for Von Storch and Manville; and weigh cars from Holden and Black Diamond, are handled.

About 3,000 local industry cars are also handled per month. All switching in the north and south ends of this yard is done from the southward main track, on account of having no independent switching leads. Numerous and costly delays to road and mine crews result.

IT IS RECOMMENDED: The extending of Track No. 1 in both the north and south ends, to be used as independent switching leads; thereby facilitating the yard operation, and effecting a marked improvement in the main line service, mine run crews, and passenger trains, by eliminating detentions.

CARBONDALE YARD

The chief drawbacks at this yard at present consist of the fact that the tracks in the southbound classi-



fication yard are not long enough to hold a full train, -
it being necessary for such crews to double over some two
or more tracks.

The heavy northward grade in Carbondale Yard, and
the very unsatisfactory features of Dundaff Street Crossing,
tend to make the operation of this yard difficult.

COAL OPERATIONS IN THE FOLLOWING ORDER

Note	Page		Page
	22	Von Storch Breaker	52
Loree Breaker	22	Manville Breaker	53
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	26	Marvine #2	55
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RECOMMENDATIONS FOR CHANGES

Loree Breaker	25	Olyphant	61
Greenwood Breaker	50	White Oak Bank	69
Marvine #2 Breaker	56	Jermyn Breaker	71
		Powderly Breaker	73

N O T E

The percentages given in individual report of each operation as to direction of movement of coal is based on activities for the month of October, 1920, the entire output from each operation being analyzed upon market conditions which fluctuate from time to time, although percentages given in reports are not representative of movements for the entire year, they will, tend to show approximately in what direction coal from each operation is moving at the present time.

LOREE BREAKER

Reference Map Number 1

BREAKER FACILITIES:

The facilities for the preparation of coal are of the most modern design, being electrically operated by power generated on the property, all sizes of anthracite coal are prepared and breaker is equipped with box car loading apparatus. In addition to chute for loading of railroad cars, there are chutes for local delivery of coal for commercial purposes in this territory. The capacity of breaker is approximately 6000 tons, or 130 railroad cars per day. There are two main conveyors to the Breaker, one on the East and one on the West side and are operated from base of the Breaker.

SOURCES OF SUPPLY:

There are five shafts and three banks supplying Loree Breaker, namely: Loree #2, Loree #4, Loree #5, Boston #1, Boston #2, Boston Bank, Old Plymouth #5 Bank, Bank and Strippings at Loree #4 Shaft. Coal from Loree #5 shaft is deposited in conveyor on West side of Breaker at the mouth of the shaft from mine cars.

Coal from Loree #4 and Bank and Strippings is hauled overground in mine cars by Hudson Coal Company Locies and deposited in West Conveyor.

Coal from Loree #2 is moved underground two hundred fifty feet below surface to Loree #5 Shaft, where it is hoisted to surface and dumped in conveyor on West side. Coal from Boston #1 and #2 Shafts is hauled overground in mine cars by Locies and dumped in conveyor on East side of the Breaker. There was formerly a Breaker which took care of the supply from Boston Shafts known as "Boston

"Breaker", which was abandoned some ten years ago and since then coal has moved to old Plymouth #5 and Loree. For a period of six years, this coal moved underground, but for the past four years coal has moved overground by Locies.

Refuse from bank at old Boston Breaker which contains 85% of coal is being hauled at the present time by six teams to dock and from this dock to loading bins by conveyor, electrically operated. Approximately 90 mine cars per day are being loaded and these cars are hauled overground and deposited in conveyor on the East side. When electrical machinery which has been ordered is installed teams will be taken off, and refuse from bank will then be washed to conveyor line and this operation considerably increased.

Refuse from Plymouth #5 is washed into conveyor on East side by electrical machinery, sluice being used. From all these sources of supply approximately 2200 mine car-loads of coal (2½ tons to car) are dumped in these two main conveyors each eight hour day.

DIRECTION OF MOVEMENT:

Analysis of direction of movement of this coal shows approximately 70% moves to Carbondale for points north 24% to Erie Railroad at Pleasant Valley Jct. for Tidewater and Western Points, and 6% to P. R. R. at Buttonwood.

YARD FACILITIES:

There are six light car tracks and three loaded car tracks serviceable - capacity as follows:

Light car yard Track	1	--	17	cars
	2	--	18	"
	3	--	18	"
	4	--	20	"
	5	--	20	"
	6	--	20	"

Loaded Yard Track	1	--	20	cars
	2	--	20	"
	3	--	18	"

All tracks are open at both ends.

SCALE FACILITIES:

Two scales are in operation, both being covered; one for the weighing of light cars, and one for loaded cars. The loaded scale is of Fairbanks make, 48 ft. long;

capacity 300,000 lbs. Light scale is the same as was in operation for Plymouth #5 Breaker. New scale has been ordered, same capacity and length of the present loaded scale. There is a scale, also, for wagons and trucks.

RAILROAD SERVICE:

One mine crew serves this breaker exclusively. Crew is marked 6:30 A. M. at Wilkes-Barre with E-3-A and E-2 engines, and runs light to Plymouth via Hudson. Crew immediately takes train of coal - approximately 20 cars, from loaded tracks to Plymouth Yard, then places empties which are placed in Plymouth yard, or on flats on Plymouth wye by the road crews during the night, to light yard. After placing empties, crew again takes train from loaded track to Plymouth yard, empties are either placed by this, or by one of the other two crews working in this district for the third time during the day and crew regularly assigned to this breaker will pick up train of 1750 tons for points north of Carbondale from the loaded yard, doing what switching is necessary to assemble this train, and moves train to Yatesville with the help of Hudson Pusher from Hudson. This coal is moved from Yatesville to Carbondale during the night by road crews. On account of the grade - maximum 3.5% - from Plymouth Junction to light car tracks, crew with two engines can only handle 30 empty cars. As switch back is necessary in placing cars in light yard, engines are used on both ends of the train. On arrival at light yard, 15 empties are set in from Bull Run Track (Main running track) at a time - this on account of descending grade at point of switch to light yard. Cars from light yard to loaded yard are moved by gravity by employees of Hudson Coal Company.

The only switching done by crew in loaded yard on first two trips, is the separating of the good cars from condemned and over and under loads. The condemned and over and under loads are placed out on main running track, and condemned coal is placed on condemned tracks for unloading into East conveyor; when made empty, car is again brought to south end of Breaker and placed in light yard for loading. The under and over loads are again placed in light yard and run through Breaker for adjusting of lading. The placing of supplies is done by another crew in this district and cripple cars from Breaker are brought to Plymouth yard, and if repairs can be made there, this is done; if not, cars are taken to Wilkes-Barre for repairs.

CONDEMNED COAL:

The coal in the Plymouth district is well known to be the best in the Lackawanna Valley and there would not be any cars of coal condemned at this breaker if the breaker only handled the fresh mined from this vicinity. It is necessary, however, to forward some refuse from

banks to this breaker. During the past summer, approximately 15 cars of refuse from bank at Spring Brook at Moosic were sent daily to Loree Breaker. This culm was dumped from the condemned track after being placed in light yard for weighing and run through breaker into some conveyor which handled fresh mine coal, and as a consequence more cars were condemned. At the present time this breaker is not receiving cars from this bank and condemned coal will be at a minimum.

BILLING:

All coal destined to points reached via junctions south of Carbondale is billed at the breaker. All coal for Carbondale and points north is forwarded on memorandum way-bills to Carbondale at which point they are completed as to destination, route, consignee, etc., at Carbondale Coal Billing Station.

At this Breaker there are but three loaded car tracks, with a capacity of 58 cars. This is not sufficient room to handle the output of this Breaker, - the normal output being about 130 cars per day, running some times as high as 150. It is necessary to switch out condemned coal, over and under loads, while there is not sufficient room to do said switching.

IT IS RECOMMENDED: That two more loaded tracks be installed, and the other three tracks extended to hold 15 additional cars. This arrangement would give the Breaker forces an opportunity to classify the coal, making straight work for the mine run crews instead of their having to classify the coal in Plymouth, as at present.

It would also eliminate the re-handling of condemned coal, and over and under loads at the Breaker, as at present, on account of no room these cars are dropped in with other loads. It should also be taken into consideration that the mine run crew has to couple the air hose and handle these cars with air between Loree and Plymouth, with the result that much time is consumed in the cutting of hose and bleeding off the cars in order to switch them out at Plymouth.

A great saving will be effected under the new arrangement, due to the elimination of overtime.

LOREE #3 WASHERYReference Map #2.

This washery is used exclusively in the preparation of coal for fuel purposes for the Hudson Coal Company. Refuse from the culm bank is the only source of supply and it is moved in small mine cars by locies to the Washery. Approximately 30 mine cars of steam coal is prepared daily, which is transported principally to Loree Breaker. This washery is not served by the railroad.

KINGSTON #2 BREAKERReference Map #21

This breaker has been in operation for about fifty years and is owned and operated by the Kingston Coal Company.

BREAKER FACILITIES:

The breaker is of wooden construction and is in good condition, the machinery is old and operated by steam produced by their own power plant. There are large commercial sales pockets at this breaker, from which coal is loaded to auto truck or team, and the driveways adjacent to the coal pockets are paved with brick, making a very suitable and desirable approach to these pockets. The capacity of breaker is approximately 1250 tons per day, however, at the present time there is being loaded between 40 and 50 cars daily, of which number the D.L. & W. receive the largest percentage. There are no facilities for the loading of box cars.

SOURCES OF SUPPLY:

There are two shafts supplying this breaker known as Kingston #2 and Kingston #3. They are located on a hill directly in back of breaker, at an altitude of about the same height as the top of the breaker and are from 700 to 900 ft. in depth. Coal is hoisted to surface and from the mouth of the shaft it is conveyed over a narrow gauge track by Locies to a point approximately 500 ft. from the top of the breaker, from which point mine cars are moved to breaker by gravity where they are dumped.

DIRECTION OF MOVEMENT:

Such coal as we get from this breaker moves to points north of Carbondale, to points on Erie Railroad, via Pleasant Valley Junction, and to the P. R. R. at Buttonwood. It is impossible to ascertain the output of Kingston #2 separately, however, what business we receive from Kingston #2 will be embodied with the business from Kingston #4, and will be included in the report on Kingston #4.

YARD FACILITIES:

There are three tracks in light yard and two tracks in loaded yard which are connected up on both ends, having a capacity as follows:

Light Yard Track 1	-----	14 cars
" 2	-----	14 "
" 3	-----	17 "

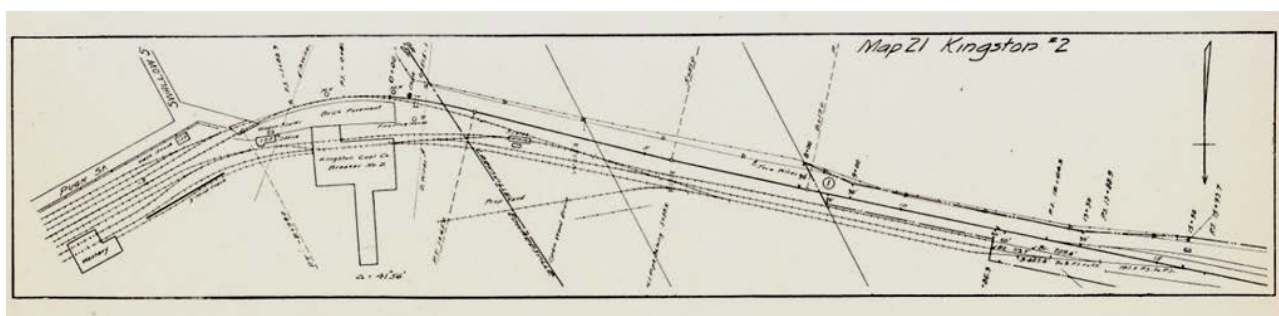
Loaded Yard Track 1	-----	13 cars
" 2	-----	11 "

SCALE FACILITIES:

Scales in light and loaded yards are of Fairbanks make, 42 ft. in length, uncovered, and have a weighing capacity of 68 tons each.

RAILROAD SERVICE:

The crew serving this breaker is marked from Wilkes-Barre at 7 A. M., with E-3-A engine. In addition to serving this breaker, crew also serves Kingston #4 and does the commercial track switching at South Wilkes-Barre, all switching in Plymouth yard, and handles all supplies for Plymouth district from Wilkes-Barre and Hudson daily. Crew also makes interchange from Plymouth yard with the P. R. R. at Buttonwood, and C. R. R. of N. J. at South Wilkes-Barre. Returning at night they handle all crippled cars for Wilkes-Barre and Hudson, and any loaded cars which are to be delivered to our connections at Wilkes-Barre. In taking care of Kingston 2 empties are brought from the flats at Plymouth Wye and on account of the grade only ten empty cars can be handled by one engine. In getting out the loaded cars, however, only four cars can be handled from the loaded tracks to the yard known as "The top of the hill". This on account of the grade of 4.35%. After cars are moved to "The top of the hill" they are all assembled and taken from that point into Plymouth yard for classification and forwarding during the night by road crews. A record is kept of initials and numbers of all cars placed and these cars when loaded are routed via D. & H. Only empty cars placed by this Company are given



to us under load and should a car placed by this Company in error be routed via D. L. & W. they would refuse to accept and vice versa with the D. & H. Empties placed by this Company are so few and as there is only two loaded tracks it would be impracticable to assemble cars in loaded yard as between D. L. & W. and D. & H., in order to facilitate handling.

CONDEMNED COAL:

Condemned coal loaded in equipment furnished by this company is switched out in the loaded car yard, brought up the grade and again placed in the light car yard where car is let down to breaker dumped and contents re-prepared after which the empty car is placed in the light yard for loading.

BILLING:

Loaded cars from this breaker are moved to Plymouth Junction, on printed forms (called manifests) and at Plymouth Junction regular revenue waybills are prepared by the D. & H. Agent at that point.

KINGSTON #4 BREAKER

BREAKER FACILITIES:

Breaker is of wooden construction and outwardly appears in very good shape, machinery being operated by steam produced from a steam plant on the premises. Coal is prepared for market in dry form, no water being used, as is customary at most of the breakers. This Breaker has a capacity of about 1250 tons, or 40 cars per day, of which number the D. & H. receive about 50% the placing of empties governing the volume of business as between the two roads serving this operation.

SOURCES OF SUPPLY:

There are two shafts and one bank supplying this breaker. The shafts are known as Kingston #1 and Kingston #4, the openings being located but a short distance from the breaker. Coal is hoisted to the surface and moves in mine cars by gravity to the base of breaker, where it is hoisted by elevator to top of breaker and dumped. In the shifting of mine cars, both loaded and

empty, at the base of the breaker, a small electric motor is used. A large culm bank near the breaker is being washed down by sluice into a conveyor line which moves the reclaimed coal to breaker for preparation. A saw mill is in operation on the property for cutting mine props, ties, etc.

DIRECTION OF MOVEMENT:

In ascertaining direction of movement of coal from this operation and also Kingston #2, an actual count was made for the first sixteen days in November, an analysis of which is as follows:

84 cars, or 40%,	to Carbondale for points North
58 cars, or 27%,	to Erie at P. V. Jct.
51 cars, or 24%,	to P.R.R. at Buttonwood
6 cars, or .03%,	to N.Y.O. & W. at Jermyn
11 cars, or .06%,	to C.R.R. at Wilkes-Barre

This analysis is a fair indication of the general direction of movement of coal from these two breakers the year around.

YARD FACILITIES:

There are three light car tracks and three loaded car tracks, connected both ends, with car capacity as follows:

Light yard Track 1	-----	14 cars
" 2	-----	12 "
" 3	-----	12 "

Loaded yard Track 1	-----	13 cars
" 2	-----	14 "
" 3	-----	17 "

SCALE FACILITIES:

Two scales are in use at this breaker. They are of Fairbanks make, 42 ft. long and uncovered, with a weighing capacity of 68 tons. It is understood that in the near future a loaded scale of 50 ft. in length having greater weighing capacity is to be installed.

RAILROAD SERVICE:

This breaker is served by crew marked from Wilkes-Barre at 7 A. M., E-3-A engine and other incidental work performed by this crew has been included in report on Kingston #2 breaker. From the loaded yard all cars for D. & H. are switched out and assembled and crew then takes four cars at a time from this yard to the yard at "The top of the hill". After all cars from Kingston #4 and Kingston #2 are assembled at the "top of the hill yard", the crew takes them to Plymouth yard. Empties are brought from Plymouth to

this breaker, a record being kept of the initial and number of cars, so that all cars which are placed empty will be returned under load. Empty cars are dropped through breaker by gravity by employes of the Kingston Coal Company. There is considerable switching in the loaded yard on account of two railroads serving this operation. The D. & H. conductor is given manifests for all D. & H. loads and it is necessary to do considerable switching in order to assemble these cars as they are badly mixed. It should be arranged that the D. & H. place all empty cars on one empty track in the light yard, and that these cars be dropped down in rotation and placed on one track in the loaded yard. This will overcome, to a great extent, the switching done in the loaded yard and should reduce by two hours per day the service performed at this breaker by D. & H. crew. This crew likewise places all supplies for this breaker which are routed via our line.

CONDEMNED COAL:

Condemned coal in equipment furnished by this company is moved from the loaded yard and again put through breaker for re-preparation, entailing considerable switching.

BILLING:

All coal is billed from this breaker on manifest bills, Revenue Waybills being furnished at Plymouth Junction.

GAYLORD BREAKER

Reference Map #22

BREAKER FACILITIES:

Breaker is of old design and are operated by steam. All sizes of coal are prepared; but on account of the poor quality of coal in this region, birdseye and barley are the chief output. The capacity of the breaker is between eight and ten cars per day.

SOURCES OF SUPPLY:

There is one shaft and bank supplying this breaker. This bank is located east of the D. L. & W. tracks, next to the Susquehanna River, about one-quarter of a mile from the breaker. Bank was purchased by the Kingston Coal Company

from the Haddock Mining Company and is the refuse which was deposited by the Haddock Mining Company breaker which was abandoned fifteen years ago. Five wagons are now engaged in hauling culm to Gaylord Breaker, and each wagon is weighed on scale before dumping into conveyor. Approximately one-half of the daily output is from the culm bank.

DIRECTION OF MOVEMENT:

Practically all coal is billed to northern points.

YARD FACILITIES:

There are three light tracks, and three loaded tracks, car capacity as follows:

Light yard track 2	-----	10 cars
" 3	-----	10 "
" 4	-----	8 "

Loaded yard track 1	-----	12 cars
" 2	-----	10 "
" 3	-----	7 "

The tracks are open at both ends, but the crew serving breaker takes empty cars to south end of loaded yard and shoves them up by the breaker into the light yard.

SCALE FACILITIES:

There is one scale for loaded cars, 44 ft. in length not covered, 50,000 pound capacity. Stencil light weight is used for empty cars.

RAILROAD SERVICE:

Breaker is served by the D. L. & W. and D. & H. The empty cars supplied by the respective railroads are returned under load to the railroads placing them, a record being kept at the breaker and by the yardmaster at Plymouth Junction, of the initials and numbers of cars placed. The crew serving this breaker is marked at Wilkes-Barre at 7:15 A.M., E-3-A engine, and runs light to Plymouth. Breaker is served every other day, crew also serving commercial tracks in the Bull Run Section and at South Wilkes-Barre, switches in Plymouth yard and delivers coal to the P.R.R. at Buttonwood, also helps out at Loree Breaker in placing empties and removing loads and takes 1750 tons from Plymouth to Yatesville each night with assistance of Hudson Pusher. All supplies for breaker are handled by this crew and on account of the grade it is impossible to handle more than two empty cars at a time. In handling cars from loaded tracks, an E-3-A engine can only handle four cars up the grade from Gaylord to Bright's (3.0%). There are about six cars of propps and lumber delivered to this operation daily by the D. & H. mine

crews. This lumber comes from points in West Virginia, routed via the P.R.R. and delivered to us at Hudson. The D. L. & W. do not handle this class of commodity and it would appear that some of this lumber should be routed via P. R. R. at Northumberland, which would save considerable expense in handling on account of grades and avoid delays at Hudson yard. All light cars are dropped down to breaker by gravity and after being weighed they are pulled from scale to loaded tracks by cable motor.

CONDEMNED COAL:

Very little condemned coal results from this operation. However, if a car which has been placed by our crews is condemned, it is necessary to place it in light yard for dumping at conveyor causing considerable switching due to the fact that our cars have to be switched out and separated from D.L. & W. cars.

BILLING:

COAL moves from breaker to Plymouth yard on manifest bill furnished at the breaker. Revenue waybill is issued from the manifest bill by the agent at Plymouth Junction.

BALTIMORE #5 BREAKER

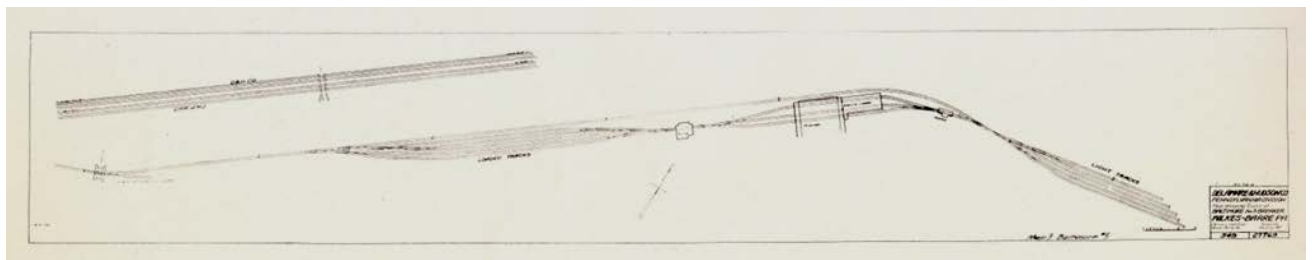
Reference Map #3

BREAKER FACILITIES:

The Breaker is of wooden construction and is in excellent condition, modern machinery being used and operated by steam produced by power plant at the breaker. Breaker has a capacity of 2000 tons per day, or 100 cars. This breaker is equipped with box car loader.

SOURCES OF SUPPLY:

Coal prepared by this breaker originates from the following sources:- Laflin, Baltimore 5 shaft, Baltimore tunnel, Baltimore 2 shaft, and Conyngham shaft. Run-of-mine coal loaded at Laflin in railroad equipment is transported by mine crew to Baltimore 5. Coal from Baltimore tunnel is moved over-ground in mine cars by locies. Coal from Baltimore 2 and Conyngham moves under-ground to Baltimore 5 shaft. All coal is dumped into conveyor at base of



breaker for preparation.

DIRECTION OF MOVEMENT:

Analysis shows that practically all coal from this breaker moves to points Carbondale and North. Some coal is interchanged with Erie at Pleasant Valley Junction and with P.R.R. at Buttonwood.

YARD FACILITIES:

There are five stub end tracks in light yard and five tracks open both ends in loaded yard, capacity as follows:

Light car yard track 1	-----6 cars
" 2	-----7 "
" 3	-----10 "
" 4	-----12 "
" 5	-----14 "

Loaded car yard Track 1	-----9 cars
" 2	-----7 "
" 3	-----10 "
" 4	-----14 "
" 5	-----14 "

SCALE FACILITIES:

There are both light and loaded scales of Fairbanks make, 44 ft. in length, covered, capacity 65 tons. On cars of longer dimensions than 44 ft., it is necessary to weigh both ends. Breaker is served three times daily by crew with E-3-A engine, marked from Wilkes-Barre at 7 A.M. Empty cars are brought from Parsons yard to Mineral Spring Cross-over and from that point placed in light caryard. Loaded cars are assembled on Mineral Springs branch, pulled down to D. & H. Main, through Mineral Springs Cross-over and engine runs around train from Scott Street. Crew takes loaded cars to Parsons yard and assembles North cars, P.V. Junction cars, etc., in this yard and returning at night handles crippled cars from Parsons yard and any coal destined to connections at Wilkes-Barre. There are four mine crews under the jurisdiction of yardmaster at Parsons yard, which are worked where needed, the regular routine not always being followed. Crew handling run-of-mine coal from Laflin places these cars at conveyor line and if necessary takes out loaded cars, etc.

CONDEMNED COAL:

Condemned coal is switches out and then placed in light yard, run through breaker for reparation, after which empties are again placed in light yard for loading.

BILLING:

All coal destined to points reached via junctions south of Carbondale are billed at the breaker. All coal to Carbondale and points north is forwarded on memorandum way bills to Carbondale, which are completed as to destination, route, consignee, etc., at coal billing station.

In switching coal from loaded yards, tracks of the Lehigh Valley are used to assemble trains and these tracks are also used for placing of cars of run-of-mine coal from Laflin at conveyor line. The contract with the Lehigh Valley Company does not permit us to use this track beyond the point of connection with breaker tracks in loaded yard.

PINE RIDGE BREAKERReference Map #4.

Breaker is of wooden construction operated by steam produced from a power plant on the premises. The machinery is of modern type and in good condition and breaker has a box car loader which can handle any length box car. The daily capacity is about 4,000 tons, or between 100 and 110 cars.

SOURCES OF SUPPLY:

The main source of supply for breaker in Pine Ridge shaft. Coal which is brought to surface from this shaft is mined in the Laurel Run Section and is moved in mine cars underground a considerable distance to the shaft. Coal is also supplied from Delaware, Laflin & Spring Brook. Coal from Delaware mine is moved both underground and overground; coal from Laflin is moved in railroad cars and culm from Spring Brook is moved in railroad cars from Moosic. Coal from all sources of supply is deposited in the same conveyor on the east side of breaker.

DIRECTION OF MOVEMENT:

Practically all coal loaded at Pine Ridge is moved to Carbondale and points beyond. All box cars, however, are generally delivered to the Erie at Pleasant Valley Jct. or Carbondale for points west. Approximately 70% of the output of breaker moves to Carbondale, 24% to the Erie R.R., and 6% to P.R.R. at Buttonwood.

YARD FACILITIES:

There are ten stub end tracks in light car yard and six tracks in loaded car yard open both ends. Car capacity is as follows:

Light car yard Track	1	-----	6 cars)	
"	2	-----	5 "	)	box cars only
"	3	-----	6 ")	
"	4	-----	4 "		
"	5	-----	4 "		
"	6	-----	6 "		
"	7	-----	7 "		
"	8	-----	6 "		
"	9	-----	4 "		
"	10	-----	3 "		

Loaded Yard Track	1	-----	12 cars
	2	-----	9 "
	3	-----	8 "
	4	-----	8 "
	5	-----	18 "
	6	-----	9 "

SCALE FACILITIES:

There is one light car scale and two loaded car scales at this breaker. The light scale is only 38 feet long, but work is in progress on a 62 ft. scale, S.G. Barker & Son make. The loaded scales are covered, of S. G. Barker make and are 42 ft. and 44 ft. in length, respectively, with a capacity of 62 tons. Loaded car scales are too short to weigh some cars and it is necessary to weigh both ends of car in many instances.

RAILROAD SERVICE:

The crew serving breaker is marked from Wilkes-Barre at 6:30 A.M., with E-3-A engine and goes light to Parsons. Empties are obtained at Parsons Yard where they are left during the night by the road crews. After empties are placed, loads are moved from loaded yard and only thirty cars can be pulled back into Pine Ridge Siding. The engine after pulling these cars back in siding, cuts off and runs through crossover at Parsons Station and picks up cars on the north end, goes to Miners Mills crossover and places them in Parsons Yard, making necessary classification. The same operation is done three times daily. On account of the grade and the small capacity of tracks in light yard, considerable switching is necessary in placing empties. Unprepared run-of-mine coal from Laflin to Pine Ridge for preparation is handled by crew serving Laflin. This coal is placed in light yard. Coal from Spring Brook bank is placed in light yard and passes through breaker and weighed on loaded scales before being dumped. These cars have to be switched out of loaded yard

after being weighed and again placed in light yard before they can be dumped. This entails considerable switching and it would seem that the Hudson Coal Company should use an approximate weight of 110% of the marked capacity of the car, thus eliminating all extra switching. Inspection revealed that there was not more than from 100 to 400 lbs. difference between cars that had been weighed and the marked capacity.

CONDEMNED COAL:

Considerable condemned coal results in this operation and it is necessary to switch car from loaded yard into light yard and again run through the breaker to be dumped and re-prepared. This has been brought about chiefly by the Spring Brook Coal being prepared at this breaker. There is considerable switching of under and overloads, which has been treated on Page 3.

BILLING

Cars destined to points via junctions south of Carbondale are waybilled at the breaker. These cars are classified by Parsons mine crew at Parsons yard and are picked up by Road-crews. All other coal is forwarded on memorandum waybills to Carbondale which are completed as to route, destination, consignee, etc., at the Carbondale Coal Billing Office.

MADEIRA

WILKES BARRE COAL COMPANY.

Breaker is of wooden construction with machinery of modern type and is electrically operated, only gondola cars being loaded, and has a capacity of about 650 tons per day or from 15 to 17 cars. All sizes of coal are prepared.

SOURCE OF SUPPLY:

Breaker is served by two slopes and coal is moved up the slopes in mine cars onto incline plane from the mouth of slope to top of breaker where it is dumped. In this operation, the loaded mine car is moved to top breaker at the same time that light car is moved back into mines. There are also two large culm piles near the breaker, neither of which, however, is being worked at the present time.

DIRECTION OF MOVEMENT:

Analysis shows that 46% of the output moves to Carbondale for points north, 25% to O & W at Jermyn; 19% to Erie via P.V.Jct., and 8% to connections at Wilkes Barre.

SCALE FACILITIES:

Light and loaded scales of Barker & Sons make 44 ft. long, uncovered, having 60 ton capacity are on the property. The light scales, however, is not at the present time in use, and the stencilled marked weight on the car is used.

YARD FACILITIES

Light yard consists of one track which will hold 15 cars. In placing this number of cars, it is necessary to block run around track. There are three loaded car stub tracks but only two are in use, the third track being set aside for placing of mine materials and supplies. The two tracks in use will hold approximately 20 cars. Cars are dropped down by gravity from light yard to breaker and thence to scale and loaded yard.

RAILROAD FACILITIES:

Operation is served by crew marked from Wilkes Barre with E-2 engine at 6:50 A.M.; empties are taken from Parsons yard, and placed daily and loads removed to Parsons yard for classification and forwarding by crews. This crew also serves Conlon Coal Co., Central Coal Co., and Delaware and does switching in Parsons yards.

CONDEMNED COAL:

Very little coal is condemned at this operation and there are no under or over loads. Condemned coal has to be pulled back from loaded yard and again placed on light car track for dumping and re-preparation.

BILLING:

Billing is taken care of by the agent at Hudson, Pa., who uses weights given him by Wilkes Barre Coal Company in making out waybills.

CONLON COAL COMPANYMAP #23

Breaker is of wooden construction, in good condition and machinery is operated by electricity.

SOURCE OF SUPPLY:

The source of supply is a slope located at base of breaker, coal being moved up slope by cable operated by electricity to top of breaker where it is dumped. There is a small bank adjacent to breaker, which is being loaded in mine cars by hand, and cars are conveyed by mules to base of the incline and are hauled to top of breaker and dumped. The capacity of breaker is approximately 350 tons, or seven cars per day.

DIRECTION OF MOVEMENT:

Thirty-two per cent of this coal moves to points Carbondale and north, 31% to O % W Jermyn; 29% to Erie at P.V.Jct. and 8% P.R.R. Buttonwood.

YARD FACILITIES:

There are two light car tracks and two loaded car tracks, capacity as follows:

Light Yard Track	1	-	-	-	-	-	7 cars
" " "	2	-	-	-	-	-	8 cars
Loaded Yard Track	1	-	-	-	-	-	7 cars
" " "	2	-	-	-	-	-	7 cars

all tracks being open at both ends. Empty cars are started from light tracks by cable and are let down through breaker to loaded scales where they are weighed empty, after which they are moved back by cable to chutes under the breaker for loading. When the car is loaded, it is let down to scales by cable and after being weighed moves to loaded yard by gravity.

SCALE FACILITIES:

There is one scale in loaded yard of the S. G. Barker & Sons make, 42 ft. in length 62 tons capacity and uncovered.

RAILROAD SERVICE:

Crew serving this breaker is marked from Wilkes-Barre 6 A. M. with E-2 Engine and obtains empties from Parsons Yard, placing them in light yard and taking out loads daily. Loads are taken to Parsons Yard for classification, and forwarding from that point by road crews. This operation is very easily served and light cars can be placed and loads removed in approximately one hour.

CONDEMNED COAL:

When a car is condemned, it is not necessary that crew switch car to light yard and run again through the breaker. Car is moved back to breaker by cable. The top of car is removed and more coal is loaded in from the chute. The entire contents of a condemned car is not put through breaker a second time for re-preparation.

BILLING:

The billing is done by the agent at Hudson, actual weight as given by coal company being used.

CENTRAL COAL COMPANYReference Map #24.

Breaker is owned and operated by the Central Coal Company and is located one-half mile north of Hudson station adjacent to the northward main track.

BREAKER FACILITIES:

Breaker is of wooden construction and in very good condition, modern machinery is used, electrically operated. There are no facilities for loading box cars.

SOURCE OF SUPPLY:

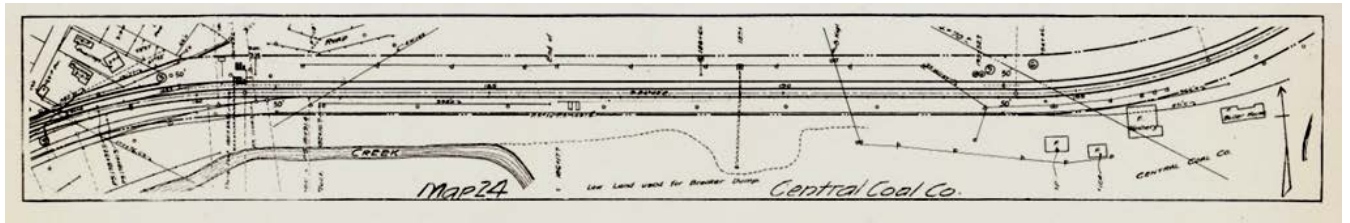
The source of supply is a slope located about one-quarter of a mile east of breaker. Mine cars are conveyed up the slope on an incline railway to top of breaker and there dumped. The daily capacity is approximately 300 tons or seven cars.

DIRECTION OF MOVEMENT:

An analysis of the movement of coal from breaker shows that thirty-eight per cent moves to Carbondale for points north, forty per cent to Erie, via Pleasant Valley Jct., twelve per cent to N. Y. O. and W. via Jermyn Transfer; seven per cent via connections at Wilkes-Barre, and three per cent via P.R.R. - Buttonwood.

YARD FACILITIES:

One light car track serving this operation will hold seven cars and in order to place empties in track it is necessary



to remove the loads and shove up through breaker. The loaded track will hold 16 or 20 cars and connection is made at the Delaware light car yard.

SCALE FACILITIES:

There are no railroad scales at this breaker. All coal is weighed at D. & H. scales; coal moving via Wilkes-Barre and coal for the Erie at Pleasant Valley Junction is weighed at Wilkes-Barre. Coal for Green Ridge and points north is weighed at Green Ridge. Recommendations are made that a loading scale of 60 ton capacity be installed. (See page 5).

RAILROAD SERVICE:

Crew serving this breaker is marked from Wilkes-Barre at 6 A. M. with E-2 engine and in addition takes care of Delaware, Conlon and Wilkes-Barre Coal Company, empties are obtained from Parsons Yard and loads are likewise removed daily and brought to Parsons Yard for assembling and forwarding.

CONDEMNED COAL:

No coal is condemned at this operation.

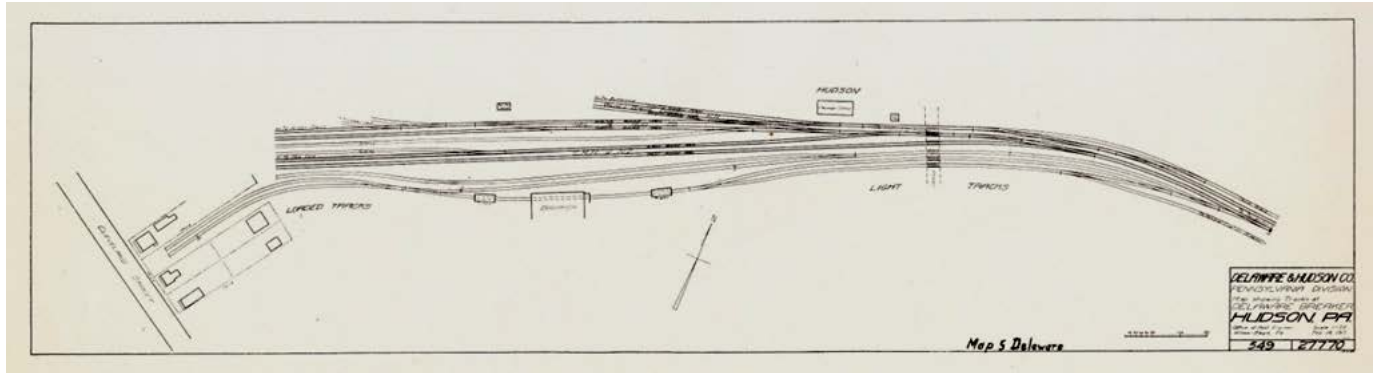
BILLING:

The billing is done by the D. & H. agent at Hudson, on account of no scales, cars are waybilled at 110% of the marked capacity, in accordance with tariff provisions.

DELAWARE

Reference Map #5

A breaker formerly located on this site, owned and operated by the Hudson Coal Company was sold some years ago to a private concern and has now been dismantled. There is, however, a steam power plant in operation which is used to convey coal to surface from one shaft which is being worked, the output of which is transported in mine cars by locies to Pine Ridge for preparation. Occasionally mine props and cars with other material are placed at this point also supply fuel for the power plant. Light car tracks formerly serving this breaker are now being used as transfer tracks by the



Car Department, loaded tracks are out of service on account of mine cars.

LAPLIN

Reference Map #6.

On May 12, 1920, Breaker which was in operation on this site was burned down. Previous to that time all coal mined in locality was prepared at this breaker which was owned and operated by the Hudson Coal Company. Coal mined on property at present time is sent to Pine Ridge and Baltimore 5 for preparation.

FACILITIES:

There is one large loading bin, equipped with rollers for breaking up large sizes, into which mine cars are dumped and from which railroad cars are loaded by chutes, cars being dropped from light tracks by gravity.

SOURCES OF SUPPLY:

Supply is from shaft and slope. Mine cars from shaft and slope drop to foot of incline leading to loading bin by gravity and are hoisted to top of loading bin by cable operated by steam. The output of this operation is 1200 tons per day or 25 cars. A bank located on east side of tracks south of station being recovered for fuel supply via conveyors.

YARD FACILITIES:

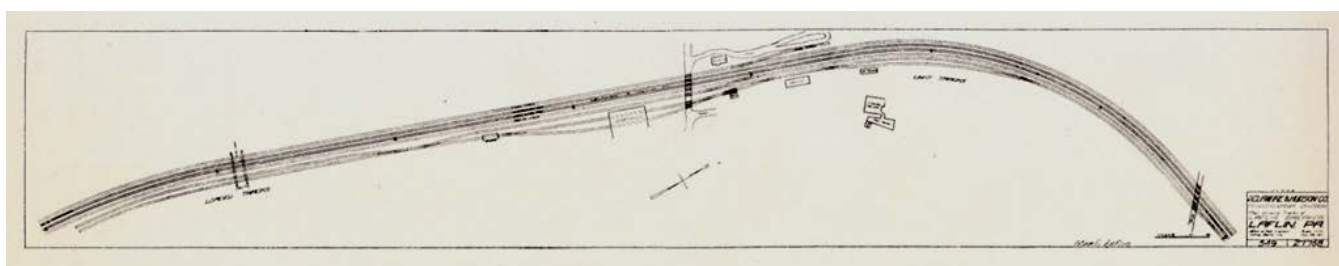
There are two tracks in light yard and two tracks in loading yard which are connected with Track 4 having car capacity as follows:

Light Yard Track 1 -----24 cars
2 ----- 8 "

Loaded Yard Track 1 -----19 cars
2 -----19 "

SCALE FACILITIES:

Light and loaded scales are of the Barker & Son make, 50 ton capacity, Light scale is 36 ft. long and uncovered, loaded scale 38 ft. long and covered. It is necessary on account of scales being so short to often



weigh cars end for end.

RAILROAD SERVICE:

Crew serving this operation is marked from Wilkes-Barre at 8 A. M. with E-3-A Engine, runs light to Parsons Yard and switches out the number of self-cleaning gondola cars required for day's loading, moving these empties to Laflin and placing in light yard. This crew operates on Track 4 from Union Jct. leaving flag for return movement.

All run-of-mine coal is removed from loaded yard to Pine Ridge and Baltimore 5 by this crew, necessary assembling being done at Parsons Yard. In unloading cars at Baltimore 5 only one car can be spotted at a time and crew is constantly switching until all cars are dumped and empties placed in light yard. At Pine Ridge this run-of-mine coal is placed in light yard and dropped down to conveyor line by gravity. In addition to this service crew classifies cars in Parsons Yard for movement north by road crews and also serves any of the Breakers in this vicinity when needed.

BILLING:

All coal is shipped on memorandum waybills made out by weighmaster and regular waybills are issued by the agent at Laflin and mailed to agent Parsons daily. No bills of lading are issued by the Hudson Coal Co., copies of memorandum waybills made out by the weighmaster serving as shipping orders.

HOLDEN COAL COMPANY (WASHERY)

BREAKER FACILITIES:

At the present time this concern is erecting a small breaker on the site of the old Florence breaker, which when completed will have a capacity of 300 tons. This breaker is to be used to prepare coal to be taken from an opening on the premises as it is understood that there are some 100,000 tons or more of coal in the old mine. This coal will also be moved to loading dock by Scranton Ry. Company in the same manner in which the culm is now being moved. There is being loaded at this dock each day on an average of five or six cars and therefore

it is necessary to switch track each day in order to pull out loads and place empties. Loading dock does not contain pockets or bins, coal in all cases being loaded directly into railroad equipment from small cars used in conveying culm from bank to dock.

YARD FACILITIES:

The industrial track serving operation extends beyond the loading dock about two car lengths and in placing empties on track, which has about 1.5% grade, two cars are placed up beyond the dock and let down for loading by Coal Company employees, as needed.

SCALE FACILITIES:

There are no scale facilities and all coal loaded is hauled to Green Ridge for weighing. This results in considerable back haul as approximately 85% of this business is routed to Erie R. R. at P. V. Jct. A new breaker is in course of construction which, when completed, will materially increase output. Recommendation is made to have scale installed. (See page 5).

RAILROAD SERVICE:

Operation is served jointly with Black Diamond Fuel Company, Greenwood, Suffolk Coal Co. & John Gibbons Coal Co., by crew marked from Green Ridge at 7 A. M. with E-2 Engine. During the night road crews set off from 45 to 60 empties in long siding, So. Scranton and Conductor of crew is notified by dispatcher number of empties required at different operations. Empties are picked up by this crew and distributed in order, loaded cars are brought back to Green Ridge for weighing in evening. (Detailed work of crew is given under Greenwood Breaker).

CONDEMNED COAL:

This breaker does not have any condemned coal.

BILLING:

All billing is done by agent at Avoca, using 110% of the marked capacity of car for billing purposes. Corrected weights are inserted on waybills after cars have been weighed at Green Ridge.

SUFFOLK COAL COMPANYReference Map #7.

The Suffolk Coal Company incorporated in the latter part of the year 1919, purchased from the Hudson Coal Company in December, 1919 its Langcliffe Breaker, located on the west side of our right of way just north of Avoca Station, and on January 3, 1920, commenced operations.

BREAKER FACILITIES:

Breaker is of wooden construction in good condition, steam operated and has a capacity of about 760 tons per day or 20 cars. There are no facilities for loading box cars.

SOURCE OF SUPPLY:

The source of supply of coal prepared by this operation is a slope, situated on the east side of breaker at the base of an incline over which coal is moved in mine cars to the top of the breaker by cable operated by steam. Coal used for steam purposes is reclaimed from a large bank adjacent to breaker on the west side, and handled by conveyor line.

DIRECTION OF MOVEMENT:

Coal from this operation moves approximately as follows: 33% via Erie at P. V. Jct.; 13% via N.Y.O. & W. at Jermyn, 50% to Carbondale for points north and 4% via P.R.R. at Buttonwood.

YARD FACILITIES:

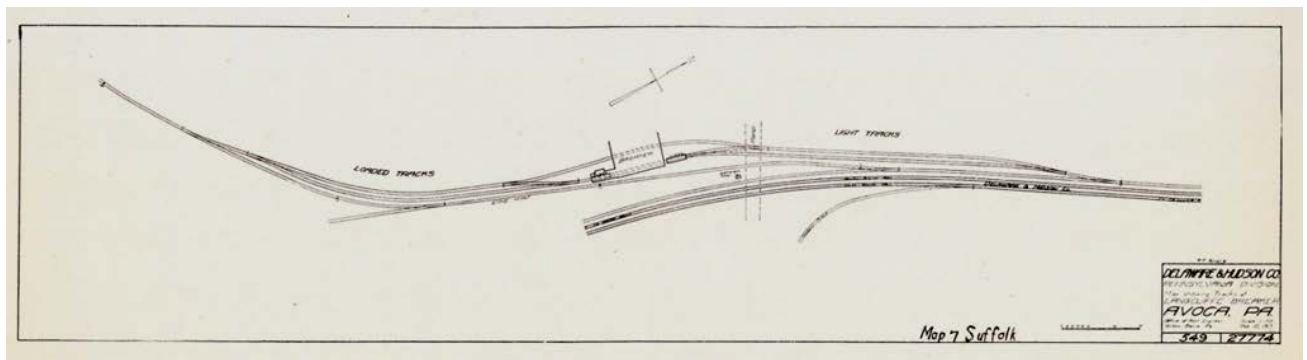
There are two tracks in light yard connected with third main track and two loaded car tracks which are connected up with tracks of the Erie R.R., car capacity as follows:

Light car yard Track 1 ---- 10 cars
2 ---- 10 "

Loaded car yard Track 1 ---- 9 cars
2 ---- 9 "

SCALE FACILITIES:

Light car scales adjacent to breaker on the north side is of Barker & Son make 26 ft. long and uncovered, the loaded car scale on the south side is also of Barker & Son make and covered. On account of shortness of these scales, it is very often necessary to weigh cars end for end.



RAILROAD SERVICE:

This operation is served by crew marked at Green Ridge at 7 A.M. with E-3-A engine. Brief description of work performed by this crew will be found in report on Greenwood Breaker.

CONDEMNED COAL:

Condemned coal is switched from loaded yard and placed in light car yard for subsequent dumping and re-preparation. After coal has been dumped, empty cars move to loaded yard where they are switched out and again placed in light car yard for loading.

BILLING:

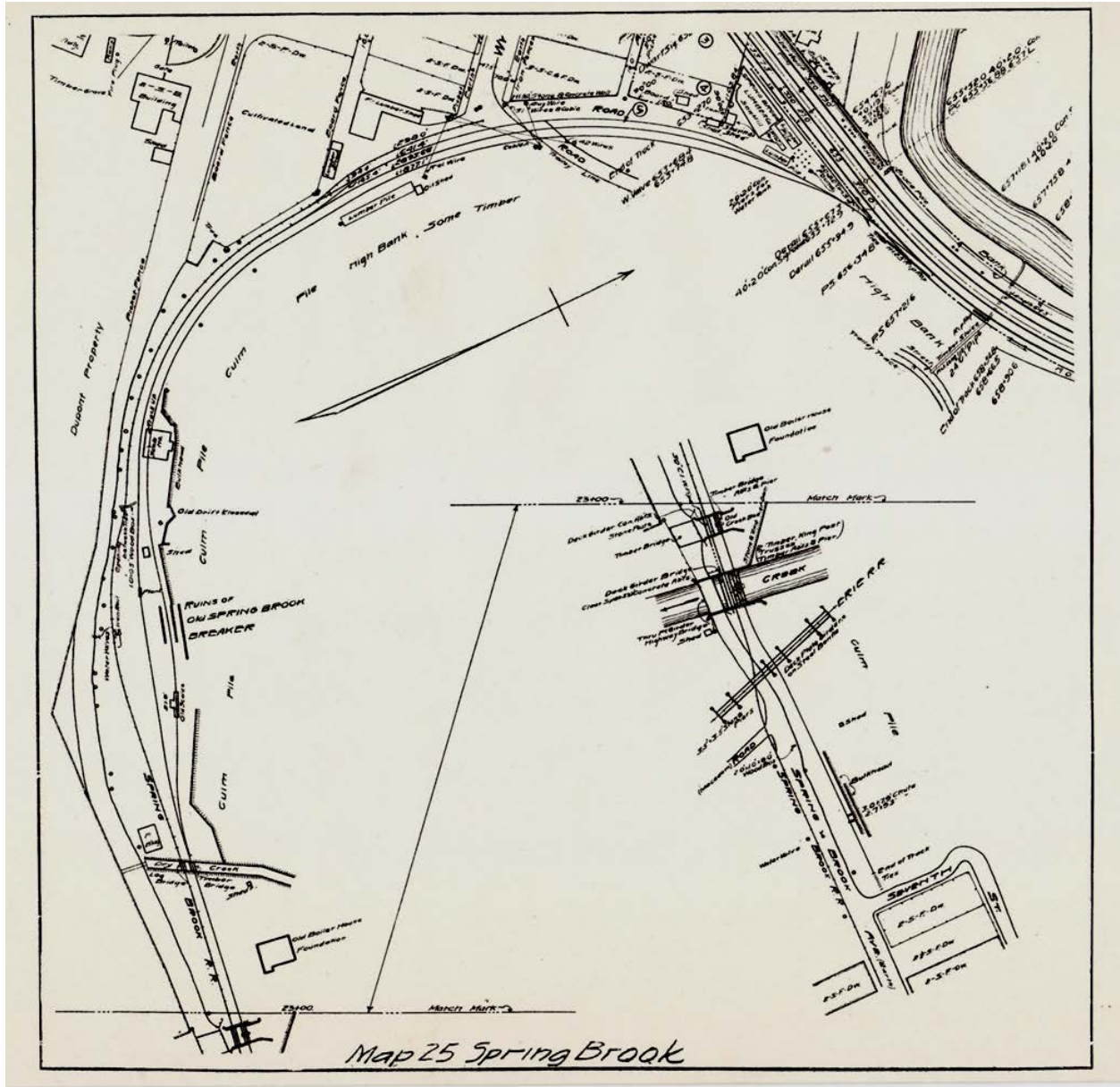
Shipping orders are furnished the Agent at Avoca from which revenue waybills are made.

GENERAL REMARKS:

In order to pull cars from loaded car yard, it is necessary for crew to use the rails of Erie R.R. for a considerable distance. Cars are pulled up on Erie rail sufficient distance to clear the frog which connects tracks in loaded car yard with Erie tracks, frog being owned by the Erie. Cars are then moved over Erie rail to the point of connection with the rail of this Company, just north of highway crossing at breaker.

SPRING BROOK BANKReference Map #25

This operation involves washing of bank which was the refuse from Spring Brook Breaker. Breaker was abandoned September 1913 and at that time bank was not thought to have a recoverable value. On May 25, 1920, the Hudson Coal Company started to wash down bank, working two ten hour shifts, 7 A.M. to 5 P.M. and 7 P.M. to 5 A.M., loading culm into self-cleaning gondola cars by sluices, the average loading per day being 45 cars, which were sent to Loree, Pine Ridge and Baltimore 5 Breakers in equal division, and at these breakers culm was prepared for commercial use. Breaker is now owned by the Dawson Coal Co.



BREAKER FACILITIES:

On November 11, 1920 electric washery was put in operation. Washery is erected on the former breaker site and prepares birdseye coal for commercial use. All other coal and slate of larger size than birdseye is loaded and sent to Pine Ridge and Baltimore 5 for preparation. The average number of cars of Birdseye coal loaded each day is seven and the average number of mixed coal and slate loaded is ten cars.

YARD FACILITIES:

There is one stub end track for placing light cars which will hold thirty cars and from the track cars are dropped down to chutes for loading. There are three tracks of approximately 5 car lengths capacity at chutes. From two of the chutes Birdseye is loaded and from the other culm. After cars are loaded and dropped down, the grade is not sufficient to allow cars to run further than six car lengths and it is often necessary to have road crews cut engine off and go in and pull cars down so that the loading operation will not cease.

SCALE FACILITIES:

There are no scale facilities at this operation and all prepared coal is taken to Olyphant for weighing, while all the unprepared coal which goes to Pine Ridge and Baltimore 5 has to be weighed before dumping at breakers. It is expected to entirely clear this bank in six months time and the installation of scales is not recommended. The tracks are in good condition being maintained by D&H. M. & W. forces.

RAILROAD SERVICES:

Crew serving operation is marked at Green Ridge at 9 A.M. with an E-2 engine. Empty cars are set off on third track between Moosic and Minooka by road crews and mine crew upon arrival at Moosic places these empty cars above the chutes, fifteen to twenty cars being handled. Prepared Birdseye Coal is switched out and taken to Olyphant for weighing by this crew. Unprepared coal for Baltimore 5 and Pine Ridge is placed on station siding and from that point is picked up by road crews enroute to Wilkes-Barre. Generally road crews picking up these cars have had a train of empties from Carbondale, which were not off at some point north of Moosic. These cars are set off by road crews in Parsons Yard and from that point are handled by Baltimore 5 and Pine Ridge Mine Runs. After mine crew sets off prepared Birdseye at Olyphant for weighing, crew picks up train at Olyphant Yard or from Fourth Track between Valley Jct. and bridge at Olyphant for Carbondale. Crew returns from Carbondale with empty cars for breakers north of Green Ridge. Crew completes day's work in eight hours.

BILLING:

All prepared coal is billed at Carbondale for points north. Unprepared coal is billed by agent at Moosic for movement to Baltimore 5 and Pine Ridge.

GENERAL REMARKS:

On November 19, 1920, the Hudson Coal Company advised on account of decline in steam market they were obliged to discontinue operations at this bank, and that suspension would probably continue until well into the Summer of 1921.

BLACK DIAMOND FUEL COMPANY

This is a bank operation.

BREAKER FACILITIES & SOURCES OF SUPPLY:

There is one track leading off southward main which serves washery. Washery is electrically operated and Chestnut and Birdseye are the only sizes prepared. The bank is loaded on conveyor line to Washery by shovel, fifteen men being employed. Culm and slate is taken from Washery by mule and dump car.

DIRECTION OF MOVEMENT:

Analysis shows 59% of the coal billed Carbondale for points north; 30% by O. & W. at Jermyn and 11% Erie R. R. - P. V. Jct.

YARD FACILITIES:

The one track will hold 5 cars and when loaded it is necessary to take out loads before empties can be placed.

SCALE FACILITIES:

There are no scales, all coal being taken to Green Ridge for weighing.

RAILROAD SERVICES:

Crew serving breaker marked Green Ridge 7 A.M. (detailed daily routine of work of this crew is given under Greenwood Breaker).

CONDEMNED COAL:

There is no condemned coal.

BILLING:

All billing taken care of by agent Minooka-Taylor, using 110% of marked capacity of car for billing purpose.

Operation employs 70 men and has about two years life.

GREENWOOD BREAKERReference Map #8

Breaker is located on the west side of D. & H. tracks south of Minooka Station and is owned and operated by the Hudson Coal Company.

BREAKER FACILITIES:

Breaker is of wooden construction having modern machinery operated by steam and has a capacity of 1500 tons per day or 35 cars.

SOURCES OF SUPPLY:

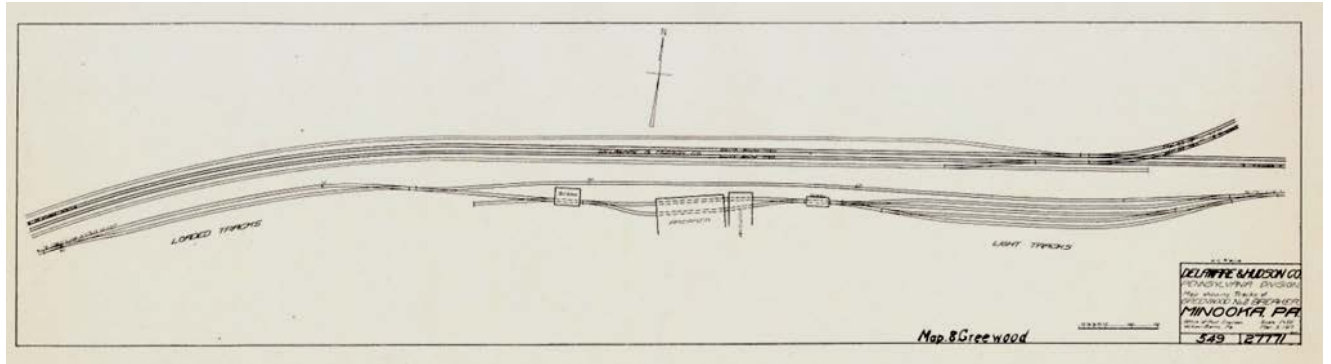
The sources of supply are from Greenwood shafts 1 and 2. Coal from shaft #2 is dumped into conveyor at the mouth of shaft and coal from shaft #1 is hauled in mine cars by Locies to the same conveyor line.

DIRECTION OF MOVEMENT:

Practically all coal from breaker is billed to Carbondale for points North.

YARD FACILITIES:

There are four open both end tracks in light yard and two stub end tracks in loaded yard, having a car capacity as follows:



Light yard Track 1	-----	11 cars
2	-----	8 "
3	-----	6 "
4	-----	9 "

Loaded Yard Track 1	-----	10 cars
2	-----	8 "

SCALE FACILITIES:

Two Fairbanks scales, covered, 50 ft. in length and 90 tons capacity are in use in weighing empty and loaded cars.

RAILROAD SERVICE:

This operation is served by crew marked from Green Ridge at 7 A.M., with E-2 engine who are instructed upon leaving Green Ridge as to the number of empties required at all operations which they serve. Crew goes light to South Scranton siding and there picks up the required number of empties which have been left by road crews during the night and takes them to Minooka Yard where empties for Holden Coal Company, Suffolk Coal Company and Black Diamond Fuel Company are set off. Empties are then placed in light car yard at Greenwood Breaker and loads removed from loaded car yard to Minooka Yard. Empties for Holden and Suffolk Coal Companies are then picked up and operation at Holden Coal Company served, empties being placed and loads removed. Crew then returns to Suffolk Coal Company. Empties for Suffolk are generally obtained at Little York Siding, the Erie R. R. making delivery of empty gondola cars at this point. Operation at Suffolk is served and south coal from Suffolk and Holden operations is set off in south end of Little Siding where it is picked up by road crews. North Coal from the Holden and Suffolk operations is taken back to Minooka and yarded. The Black Diamond Fuel Co., is then served with empties and loads removed. Greenwood Breaker is again served, the loads being removed and taken to Minooka Yard. Crew then picks all cars which are to be weighed at Green Ridge, goes to South Scranton and serves John Gibbons Coal Company and then proceeds to Green Ridge. All coal from Greenwood and Suffolk which is stored in Minooka Yard is picked up by road crews which have a Pleasant Valley set off from Parsons.

CONDEMNED COAL:

Condemned coal resulting from operations is switched from loaded car yard and placed in light car yard for movement to breaker where coal is dumped and re-prepared.

BILLING:

Coal routed via junctions south of Carbondale is billed at breaker, all other coal moves on memorandum waybills which are completed as to destination, route, consignee, etc., at coal billing station at Carbondale.

GREENWOOD

The removal of cars from the loaded yard entails an awkward and costly switching movement, which could be remedied by the connecting of the loaded cars with the 4th running track.

IT IS RECOMMENDED that these loaded tracks be connected with the 4th running track, thereby reducing the expense of handling and reducing the time on duty of crews serving this breaker.

JOHN GIBBONS COAL COMPANYReference Map #26BREAKER FACILITIES:

The breaker is of wooden construction and electrically operated, no facilities being installed for loading box cars.

SOURCE OF SUPPLY:

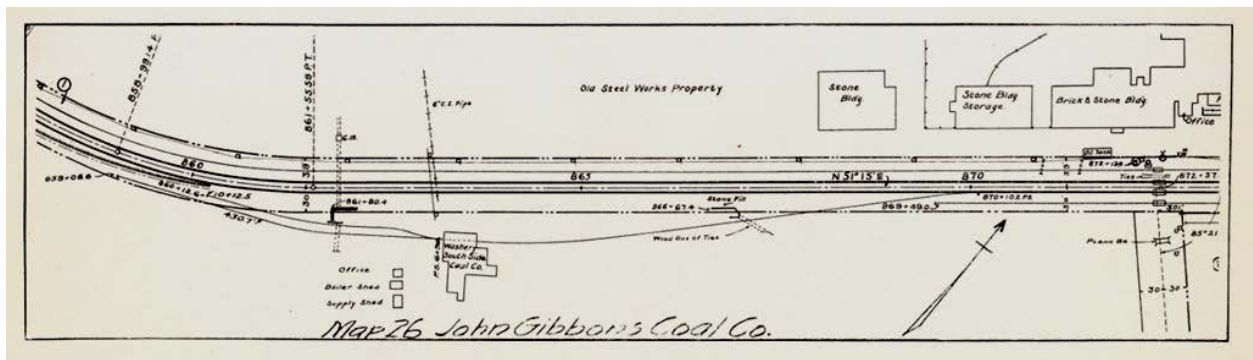
The source of supply for breaker is from four slopes. Coal is moved from slopes to large bin which will hold 125 tons, by wagons, mine cars and plane. From bin to breaker by conveyor on ground and from conveyor to top of breaker by bucket hoisting conveyor. Sizes prepared are stove, chestnut, pea, buck and rice. The average daily output is four cars.

YARD FACILITIES:

There is only one track which leads from north bound main. Ten empty cars can be placed and track will hold 6 cars above breaker. Movement of cars from above to breaker and from breaker to loaded track is by gravity.

DIRECTION OF MOVEMENT:

About 50% of this coal moves to points north of Carbondale and 15% terminates at Scranton for local delivery; 6% moves Erie - P.V. Jct., 23% via Jermyrn; 4% P.R.R. - Buttonwood.



RAILROAD SERVICE:

Crew marked Green Ridge 7:00 A. M. serves this breaker (Detailed work of crew under Greenwood).

CONDEMNED COAL:

There is no condemned coal.

BILLING:

Billing is done by agent Vine Street, 110% of the marked capacity of car being used for billing purposes.

GENERAL REMARKS:

It does not appear operation will continue for a protracted period as slopes are about worked out.

SLOCUM HOLLOW COAL COMPANYHISTORY:

This is a stripping operation. In August, 1919, the Slocum Hollow Coal Company of Scranton purchased three and one-half acres of land from the Roaring Brook Land Company of So. Scranton, Pa., which land contained coal estimated at 150,000 tons. It was necessary to install side track leading from North Bound Main between So. Scranton and Scranton. The cost of the operation was greater than was anticipated and quicksand was encountered, consequently not much progress has been made.

BREAKER FACILITIES:

Facilities consist of loading bin only.

DIRECTION OF MOVEMENT:

Coal from this land is covered with clay and was sent to Sterrick Creek Breaker of Erie R. R. for preparation when operation first began, however, on account of insufficient water power, clay could not be removed and this coal is now sent to East Boston Breaker of the D. L. & W. at Kingston, Pa., for preparation, being delivered to the D.L. & W. at Vine Street.

SCALE FACILITIES:

There are no scale facilities, all cars being weighed at Green Ridge.

RAILROAD SERVICE:

Operation is served by Green Ridge yard Engine when occasion requires.

BILLING:

Switching waybills are made out by agent at Vine Street.

VON STORCH BREAKER AND WASHERY

Reference Map #10

BREAKER FACILITIES:

It is of wooden construction, operated by steam and has a capacity of 1700 tons per day or 30 cars. No facilities are installed for loading box cars. At the present time washery is the only operation which is being worked.

SOURCES OF SUPPLY:

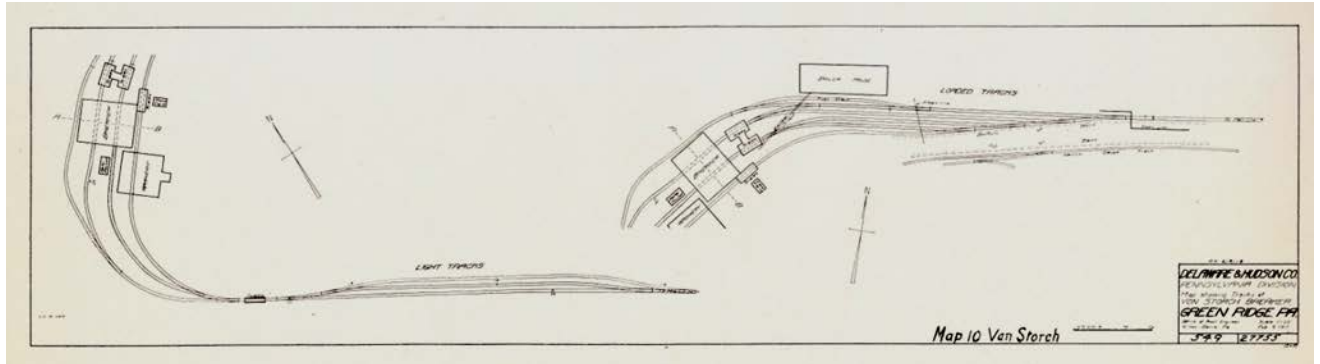
Coal prepared is taken from one shaft located at breaker and moved in mine cars to base of conveyor line where it is dumped.

DIRECTION OF MOVEMENT:

Output moves approximately 49% to N.Y.O. & W. at Jermyn; 40% to Carbondale for points north and 11% to Erie at P.V. Jct.

YARD FACILITIES:

There are three light car tracks, and four tracks in loaded car yard, all tracks being connected at both ends having a car capacity as follows:



Light car yard Track 1	-----	10 cars
2	-----	8 "
3	-----	14 "

Loaded car yard Track 1	-----	7 cars
2	-----	8 "
3	-----	8 "
4	-----	10 "

SCALE FACILITIES:

One light car scale and two loaded car scales are in use. They are of Barker & Son make 38 ft. long and uncovered. On account of length of scales it is very often necessary to weigh cars both loaded and empty, end for end.

RAILROAD SERVICE:

Operation is served by Green Ridge yard crew as occasion requires. Empty cars are taken from Green Ridge, Scranton and vicinity when available, otherwise, they are left in Green Ridge yard by road crews. Loads are removed to Green Ridge yard where classified and made ready by yard crews for movement by road crews in both directions.

CONDEMNED COAL:

Condemned coal is switched from loaded yard and placed in light yard for dumping at breaker. After dumping, empty cars move to loaded yard where they are switched out and again placed in light yard for loading.

BILLING:

Revenue waybills for all cars loaded at this operation are made by Agent at Vine Street, Scranton.

MANVILLE BREAKERReference Map #9.

Breaker is located at Green Ridge and is owned and operated by the Hudson Coal Company.

BREAKER FACILITIES:

It is of wooden construction in fair condition operated by steam and has no facilities for loading box cars. The capacity being about 500 tons per day, or 16 cars. Coal for power plant use is obtained at the breaker.

SOURCES OF SUPPLY:

Coal is taken from shaft located within the breaker, and is hoisted by elevator to the top of breaker and dumped. However, some coal is being reclaimed from bank adjacent to breaker and run through breaker with the fresh mined coal.

DIRECTION OF MOVEMENT:

Practically all coal is forwarded to Carbondale for points north. However, a daily average of three cars of refuse from bank is sent to Coal Brook, Powderly or Olyphant for mixture with run-of-mine coal at these breakers.

YARD FACILITIES:

There is one light car track which will hold 11 cars and two loaded car tracks seven car capacity each, both light track and loaded tracks being connected with south bound main. Cars are moved from light track to breaker and thence to loaded tracks by gravity.

SCALE FACILITIES:

Uncovered light and loaded scales of Barker & Son make 38 ft. long are in use, it being necessary on many occasions to weigh cars end for end on account of the short length of scales.

RAILROAD FACILITIES:

Operation is served by Green Ridge yard engine as occasion requires, and empty cars are obtained in Green Ridge, Scranton and vicinity. About once or twice a week empty cars are left at Green Ridge yard by road crews, this being governed by the source of supply released after unloading in this vicinity. Loaded cars are removed from the south end and brought to Green Ridge on south bound main under flag protection and are assembled and made ready for dispatch from Green Ridge each evening by Green Ridge road crews operating nightly.

CONDEMNED COAL:

Condemned coal is switched from loaded yard and placed in light yard for dumping and after dumping car moves to loaded yard and switches out and again placed in light yard for loading.

BILLING:

Coal destined to points or junctions south of Carbondale is billed at breaker and all other coal moves to Carbondale on memorandum waybills which are completed as to destination, route, consignee, etc., by the Coal Billing Agent.

MARVINE BREAKER #1

Reference Map #12

(DISCONTINUED, JANUARY, 1921)

MARVINE BREAKER #2

Reference Map #13

A new steel and concrete breaker is in the course of construction on the former site of Marvine #2, which when completed will equal the capacity of Loree Breaker. It is expected that this breaker will be completed and put in operation in the early Spring. Steel frame work has been set up and the enlarged yard facilities have already been installed. As the present time only service given this breaker is the placing of cars containing materials and supplies entering into the construction.

There are seven stub end tracks in light yard and seven stub end tracks in loaded yard having car capacity as follows:

Light yard Track 1	-----	14 cars
2	-----	14 "
3	-----	16 "
4	-----	15 "
5	-----	14 "
6	-----	12 "
7	-----	12 "

Loaded yard Track 1	-----	11 cars
2	-----	11 "
3	-----	13 "
4	-----	16 "
5	-----	14 "
6	-----	11 "
7	-----	11 "

At present time this breaker, half completed, is turning out about 70 cars per day.

The track arrangement at this new Breaker is about the best encountered at any of the Collieries. However, loaded cars are now being pulled to Olyphant, a distance of about three miles; the mine run crew serving the Breaker making three or four such drags daily.

Each trip consumes at least one hour. Sometimes, owing to the fact that crew is blocked off by engines taking water at Olyphant, two or even two and one-half hours are consumed.

IT IS RECOMMENDED: That a Storage Yard for loaded cars be constructed at this breaker, - four tracks with a net capacity of 150 or 200 cars. This will eliminate the numerous trips to Olyphant, saving from four to six hours daily on mine run crews.

LEGGITTS CREEK BREAKER

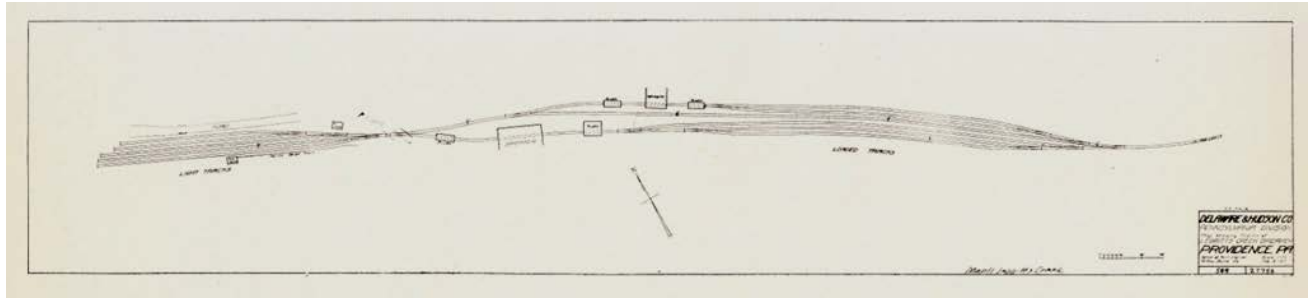
Reference Map #11

BREAKER FACILITIES:

Operation includes a breaker and washery constructed of wood appearing in fairly good condition. Modern machinery is in use in the preparation of coal and is operated by steam from a power plant located on the premises. There are no facilities for loading box cars. This operation has a daily capacity of about 1100 tons or 25 cars. At present, however, the washery facilities are not being used.

SOURCES OF SUPPLIES:

Coal is reclaimed from nearby bank by being washed to sluices laid to conveyor line, operating to washery. The



57.

breaker is supplied with coal from shaft and slope, the openings being located near breaker, and coal is conveyed in small mine cars to base of breaker where it is dumped into conveyor line operating to top of breaker.

DIRECTION OF MOVEMENT:

Records indicate that the output from this operation moves approximately in the following directions: 57% to Carbondale for points north, 29% to N.Y.O. & W. at Jermyn and 14% to Erie at P.V. Jet.

YARD FACILITIES:

The light car yard consists of five stub end tracks and the loaded yard is made up of five tracks connected both ends, having a car capacity as follows:

Light car yard Track 1	----	7 cars	
2	----	8 "	
3	----	11 "	
4	----	12 "	
5	----	12 "	(used at present for supplies*)
Loaded car yard Track 1	----	12 cars	(loaded cars from washery)
2	----	13 "	
3	----	20 "	
4	----	14 "	
5	----	14 "	

SCALE FACILITIES:

Light and loaded scales are in service, are of the Barker & Son make, 44 ft. in length and covered. Scales originally used in weighing coal loaded at the washery are practically out of service and are not being used.

RAILROAD SERVICE:

Operation is served by crew marked from Green Ridge at 9 A.M. with E-2 engine and takes from Green Ridge Yard all cars of materials and supplies consigned to the operations taken care of by this crew.

CONDEMNED COAL:

Condemned coal resulting from operations is switched out of loaded car yard and placed in light yard for subsequent dumping at breaker after which empty cars move to loaded yard where they are again switched and placed in light yard for loading.

BILLING:

All waybills are issued by clerk reporting to Agent, Vine Street, who is stationed at that point. This arrangement has been in existence for some time to eliminate delay

in billing cars which resulted when waybills were issued at the station on account of distance which had to be travelled in getting shipping instructions to station and bringing waybills back to breaker before cars could be pulled out and moved.

EDDY CREEK BREAKER

Reference Map #14

This breaker situated on the east side of our right of way south of Olyphant Station is owned and operated by the Hudson Coal Company.

BREAKER FACILITIES:

Breaker is of wooden construction with a steel sheeting covering and the machinery which is of modern type is operated by steam produced from power plant on the property. The capacity of breaker is about 1500 tons per day or 35 cars. Empty cars are started from light car yard by cable operated by steam. From breaker to loaded car yard, cars move by gravity.

SOURCES OF SUPPLY:

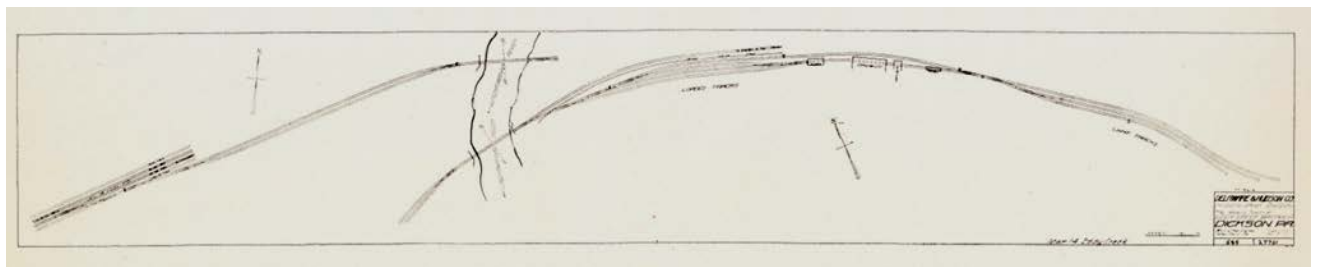
Coal for preparation is taken chiefly from shaft located on the east side of breaker and is hoisted to surface in mine cars and then dumped into conveyor line operating to top of breaker. Some coal is being taken from nearby slopes and moved in mine cars by Locies to conveyor line on north side of breaker. This coal is being mined under contract by John McCullom.

DIRECTION OF MOVEMENT:

Approximately 50% of the output is billed to the N.Y.O. & W. at Jermyn and the balance moves to Carbondale for points north with the exception of about one car per day of fuel coal for Olyphant power plant and from three to four cars for fuel supply at Gravity Slope breaker.

YARD FACILITIES:

There are three stub end light car tracks and three tracks in the loaded car yard connecting with lead to further track. These tracks have a car capacity as follows:



Light car Yard Track 1	----	18 cars
2	----	15 "
3	----	12 "
Loaded car yard track 1	----	4 cars
2	----	6 "
3	----	10 "

SCALE FACILITIES:

Light and loaded car scales are of Barker & Son make having a weighing capacity of 75,000 lbs., light car scale being uncovered and loaded car scale covered.

RAILROAD SERVICE:

This operation is served by crew marked from Green Ridge at 8:00 A.M. with E-5 Engine. Empties are left in Track 3 between Valley Jct. and Olyphant Station by road crews and taken from this track and placed in light yard by crew as needed. Loads are pulled to heel of tracks in loaded yard, from which they are picked up by road crews. At times it is necessary in order to keep loaded yard clear to place loaded cars in tracks at the foot of "G". These tracks will hold 60 cars and road crews pick up from these tracks. It is necessary to have mine crew breaker continually during the day. Crew also serves Olyphant Breaker.

CONDEMNED COAL:

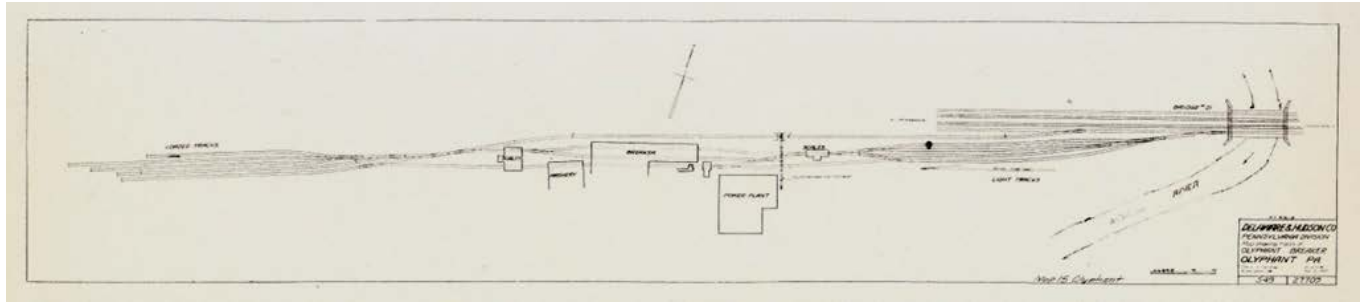
Condemned coal is switched from loaded car yard and placed in light car yard for dumping, after which cars move to loaded car yards and are again switched out and placed in light car yard for loading.

BILLING:

Coal destined to points south of Carbondale is billed at breaker. Coal destined to Carbondale for points beyond is forwarded upon memorandum waybills which are completed as to destination, route, consignee, etd., at the Carbondale Coal Billing Station.

OLYPHANT BREAKERReference Map #15

Breaker is owned and operated by the Hudson Coal Company and is located on the East side of our right of way



north of Olyphant Station.

BREAKER FACILITIES:

It is of wooden construction, all modern machinery being in use, operated by steam and is in very good condition. Breaker is equipped with box car loaders, condensation plant; round house for Locies and all other improved facilities. Breaker loads approximately 50 box and 45 gondola cars daily.

SOURCE OF SUPPLY:

Supply is from Olyphant #1 Shaft, new shaft, Grassy Island #1 Shaft and from Grassy Island Slope and Slope #15. Coal from all shafts and slopes being hauled to conveyor on East side of the breaker by Locies in mine cars.

DIRECTION OF MOVEMENT:

The largest proportion of output loaded in gondola cars is sent to Carbondale for points north, practically all box cars loaded are given to Erie R. R. for western points of Carbondale. Coal for Scranton Electric Company is loaded at this breaker.

YARD FACILITIES:

There are five light car tracks and five stub end loaded car tracks, car capacity as follows:

Light Yard Track 1	-----	10 cars	
2	-----	7 "	
3	-----	7 "	
4	-----	11 "	) (Box cars only)
5	-----	4 "	

Loaded Yard Track 1	-----	8 cars
2	-----	12 "
3	-----	12 "
4	-----	13 "
5	-----	13 "

SCALE FACILITIES:

Scales in light and loaded yards are of Barker & Son make, covered, with capacity of 75,000 lbs.

RAILROAD SERVICE:

Olyphant and Eddy Creek Breakers are served by same crew, which is marked from Green Ridge at 8:00 A.M. with E-5 engine. All available empty box cars in Green Ridge vicinity are brought to Olyphant by this crew and placed in light yard. Loaded cars are pulled from loaded yard and

placed in Track 4 between Valley Jct. and bridge at Olyphant about four times daily. Empty cars are placed in Track 3 between Valley Jct. and Olyphant by road crews at night to supply both Olyphant and Eddy Creek Breakers. Supply fuel for power plant is handled from Eddy Creek to supply room at Olyphant. Cars are picked up from Track 4 by road crews during the day and night. Crew when returning at night handles all south coal and cripples to Green Ridge. Four P.M. mine crew from Carbondale places empties in light yard at both Eddy Creek and this breaker during night, also removes loads from loaded yard and places them on Track 4.

CONDEMNED COAL:

Handled from loaded yard to light yard and again run through breaker, etc.

BILLING:

All coal moved via junctions south of Carbondale is billed at breaker. All other coal to Carbondale on memorandum waybills where they are completed as to destination, route, consignee, etc.

Empty cars for Olyphant and Eddy Creek Breakers are at present stored on Track No. 3, thus involving a cross-over movement over the main tracks to get empties into these two Breakers.

IT IS RECOMMENDED that the north end of foot of "G" be connected with main track No. 4. This will give two additional tracks, with capacity of about 160 cars, and will facilitate serving of the two Breakers, effecting a great saving in time of mine run crews.

MT. JESSUP COAL COMPANY

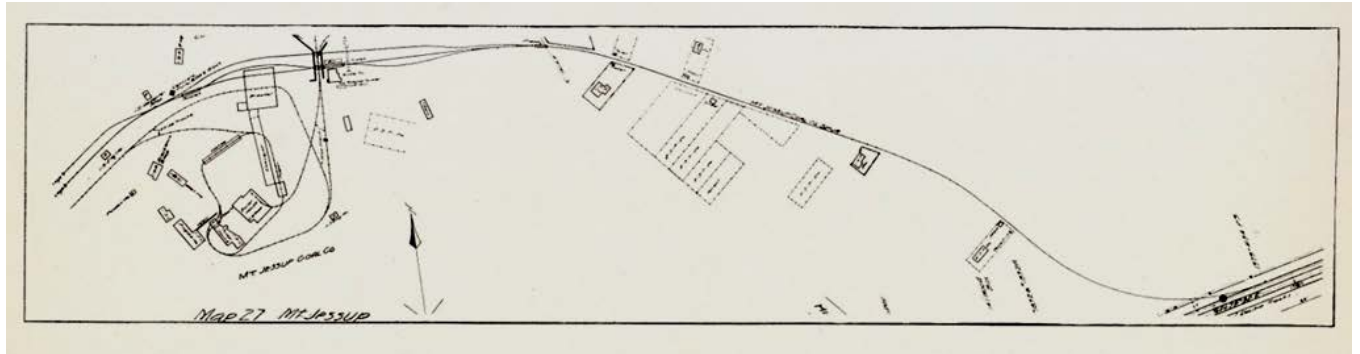
Reference Map #27

BREAKER FACILITIES:

Breaker is of wooden construction and is equipped with modern machinery operated by electricity having a capacity of 1000 tons per day, or about 25 cars.

SOURCES OF SUPPLY:

Coal is taken from Peck shaft and slope, about 250



mine cars per day being taken from the shaft and 100 mine cars per day from the slope and dumped into conveyor at breaker. Coal from the slope is handled to conveyor by electric motors.

DIRECTION OF MOVEMENT:

The output from this operation moves approximately 32% to Carbondale and points North, 27% to N.Y.O. & W. Jermyn, 25% to P.R.R. at Buttonwood and 16% to Erie at P.V. Jct.

YARD FACILITIES:

There are three stub and light car tracks and two loaded car tracks connected at both ends having a car capacity as follows:

Light car Yard Track 1 --- 4 cars
2 --- 4 "
3 --- 4 "

Loaded car yard Track 1 ---12 "
2 ---12 "

SCALE FACILITIES:

Two scales of S.G.Barker & Son make, uncovered, having a capacity of 60,000 lbs. are in use for weighing empty and loaded cars.

RAILROAD SERVICE:

This operation is served by crew marked from Carbondale at 7 A.M. with E-3-A engine, 30 empties are taken from Carbondale yard and placed and loads removed, all south, coal being assembled on track 3 between entrance to this breaker and Peckville station where they are picked up by south end pick up, north coal being assembled in north end of track 3. This crew also does the station work at Peckville and makes interchange with the Erie at Jessup Yard and goes to Olyphant where water is taken and if not sufficient cars for tonnage on Track 3 and from interchange with Erie R.R. at Mt. Jessup, train for Carbondale is picked up at Olyphant.

BILLING:

Revenue waybills are made by Agent at Peckville.

GENERAL REMARKS:

Just north of the breaker on the run around track which is used for placing of empty cars, a bridge is located over which an engine is not permitted to pass. On account of the light tracks only having 4 car capacity each, sufficient empties can not be placed by the crew to properly serve

this operation. An electric motor with pulley fulcrum attachment is in service which pulls empty cars from this track to the light yard where they are dropped through breaker by gravity.

ARCHBALD COAL COMPANY

Reference Map #28

The loading bin belonging to this concern is situated on the east side of our right of way just south of Archbald Station, adjacent to the Gravity Slope operations of the Hudson Coal Company. The breaker at which coal mined by this company is prepared for market is located a mile or more back on the mountain, all coal being conveyed over narrow gauge tracks in mine cars to loading bins by small steam locomotives. The side track connection from loading bins and main line was put in some time during the year 1914. In 1913 it was contemplated laying a track from breaker to our main line tracks using the old loaded roadbed of the gravity railroad. However, owing to the heavy expense involved in laying this track and the unwillingness of the operator to assume the expense, the project was never carried out.

BREAKER FACILITIES:

Breaker is of small size having a capacity of about 250 tons daily or from six to eight cars, constructed of wood and is operated by electricity. Only medium size gondolas can be placed at this operation.

SOURCES OF SUPPLY:

All coal supplied this breaker for preparation is taken from slopes exclusively.

DIRECTION OF MOVEMENT:

The output moves approximately 24% to N.Y.O. & W. at Jermyn; 45% to Carbondale for points north; 17% to Erie at P.V. Jct., and 14% to C.P.R. of N.Y. at Wilkes-Barre.

YARD FACILITIES:

There are two stub and light car tracks above the loading bin which will hold five and seven cars respectively, and one loaded car track holding about fifteen cars. Cars

are moved from light car tracks to loading bin and thence to loaded track by gravity.

SCALE FACILITIES:

There are no scale facilities, all coal being moved to Olyphant for weighing. It is recommended that this concern be requested to install a suitable scale for weighing loaded cars. See page 5.

RAILROAD SERVICE:

Operation is served by crew marked at Carbondale at 4 P.M., with E-3-A engine. Crew takes empties from Carbondale yard, leaving them on third track at Gravity Slope, pulls out loads and then places empties. The loaded cars are then taken to Olyphant scale track for weighing (next day). Crew then runs to Valley Junction, picks up empties which have been left there by road crews and places them in light car yard at Olyphant and Eddy Creek, returning at night brings train in from either Olyphant yard or the fourth track between Valley Junction and the bridge at Olyphant. Occasionally crew places empties at White Oak operation.

BILLING:

All coal is waybilled by agent at Archbald using 110% of the marked capacity of car for billing purposes. After cars have been weighed at Olyphant, corrected weights are inserted in waybills.

OAK RUN COAL COMPANY

This operation is situated on the east side of the Archbald branch just back of Jermyn station and is served by a track connection from the Archbald branch. The track involved about 300 acres of coal and a small wooden breaker of about 100 tons per day was erected and operations commenced during the year 1908. The operation at that time was promoted by the Spring Hill Coal Company but has changed hands several times since and is now being worked by the Oak Run Coal Company. During most of the year 1915, no coal was shipped from this washery. Operations were resumed during the latter part of the year 1916, and about 3 cars per week were loaded and this output was increased until an average of about

300 tons per week was obtained. During the past year this operation has worked intermittently.

The breaker is electrically operated and coal is obtained from strippings and top veins. At the present time no coal is being loaded but when operations are resumed, coal will be weighed at Duffy's Field, on account of no scale facilities and revenue bills will be made at this point.

The operation is served by mine crew marked 6 A.M. at Carbondale with E-3-A Engine and empties are obtained from Carbondale yard. Detail of work performed by this crew will be found in report covering Racket Brook.

EDGERTON COAL COMPANY

Reference Map #29

The bank resulting from the Old Keystone Breaker is located on the gravity road bed about six thousand feet east of the Keystone Breaker, and is known as the Edgerton dump. This dump is situated on the east side of our tracks on the Archbald branch about 1.5 miles south of Bushwick near the intersection of the Archbald and Honesdale Branches. Side track serving this operation was put in and made ready for service in May, 1917. At the present time practically the entire bank has been loaded and operation is apparently completed. Should operations be resumed in the future, the output will be weighed at Duffy's Field on account of no scale facilities at the bank and revenue waybills will be made out at Duffy's Field also.

Operation will be served by mine crew marked at Carbondale at 6 A.M. with E-3-A engine, detail of work performed by this crew being outlined in report on Racket Brook.

GRAVITY SLOPE BREAKER

Reference Map #16

This Breaker is owned and operated by the Hudson

Coal Company and is located on the east side of right of way, south of Archbald Station.

BREAKER FACILITIES:

Breaker is of wooden construction, the machinery being operated by steam, and has a daily capacity of about 2000 tons or 45 cars. Local commercial sales bins are in use in delivering coal to team or motor truck. A steam operated cable device is in operation being used to start empty cars from light yard to loading chutes at the breaker.

SOURCES OF SUPPLY:

The greater volume of coal is taken from slopes and is hauled to conveyor line in mine cars. Some coal is being received from the bank operation at White Oak and is moved to conveyor line in mine cars by Locies operating on the surface. Bank coal is dumped into the same conveyor line with the fresh mined coal and is mixed therewith in the course of preparation.

DIRECTION OF MOVEMENT:

Approximately 50% of the output from this operation moves to the N.Y.O. & W. at Jermyn and the balance to Carbondale for points north.

YARD FACILITIES:

There are five stub end light car tracks and four tracks in the loaded car yard connected by lead with 4th track, having a car capacity as follows:

Light car yard track 1	---	11 cars
2	---	11 "
3	---	9 "
4	---	6 "
5	---	6 "

Loaded car yard track 1	---	10 cars
2	---	8 "
3	---	11 "
4	---	11 "

SCALE FACILITIES:

Light and loaded scales are of B.G. Barker & Son make, 38 ft. long, weighing capacity 60,000 lbs. and are covered. On account of these short scales, it is very often necessary to weigh cars, both loaded and empty, end for end.

RAILROAD SERVICE:

Operation is served by crew marked at Carbondale at 8:00 A.M. with E-3-A Engine which takes a train of empties (about 30) from Carbondale and places them in light yard.

Cars are then pulled from loaded yard and assembled as between North and South cars. All North coal is placed on Track 3, between Archbald and Winton and the South coal, including coal to be delivered to the N.Y.O. & W. is interchanged and all other South cars assembled for movement by road crews. Breaker is served twice daily, the same routine being generally followed. This crew performs all necessary switching in Jermyn Yard, classifying and assembling cars delivered by the N.Y.O. & W., getting them ready for movement by road crews. When the number of empties brought to Gravity Slope by mine crew daily is not sufficient to meet the loading requirements, the dispatcher will instruct road crews to set off empties at Archbald crossover and mine run crew will be at hand to take them from road crew and place them in the light car yard. Returning at night to Carbondale, this crew takes a train of North coal from Track 3 at Archbald.

CONDEMNED COAL:

Condemned coal loaded is switched from loaded car yard and placed in light car yard for dumping after which car is again switched from loaded car yard and placed in light car yard for subsequent loading.

BILLING:

All coal destined to points south of Carbondale is billed at the breaker while all coal destined to Carbondale and points north moves on memorandum waybills to Carbondale, where they are completed as to destination, route, consignee, etc., at the Coal Billing Station.

WHITE OAK BANK

Reference Map #30

HISTORY:

Operation involves the washing of bank which was the refuse from operation of White Oak Breaker, which was abandoned March 29, 1913. In November 1916, inspection of bank was made and it was found that it has a recoverable value, approximately 80% being coal. In the spring of 1920, the Hudson Coal Company started to wash down bank working two eight hour shifts - 7 A.M. to 3 P.M. and 3 P.M. to 11 P.M., loading small sizes into self-cleaning gondolas for prepara-

tion at Jermyn Washery, larger sizes being transported to Gravity Slope by Locies in mine cars.

FACILITIES:

One large loading bin. Sluices run to conveyor operating to loading bin.

DIRECTION OF MOVEMENT:

All coal of smaller sizes is billed to Jermyn Washery for preparation. Larger sizes are transported to Gravity Slope by Locies in mine cars.

YARD FACILITIES:

Tracks formerly serving White Oak Breaker are being used, consisting of two light stub end tracks and two stub end loaded tracks. Light and loaded tracks having the following capacity:

Light yard Track 1	----	23 cars
2	----	22 "

Loaded yard Track 1	----	20 cars
2	----	18 "

SCALE FACILITIES:

There are no scale facilities. Coal sent to Jermyn Washery is not weighed before being dumped, 110% of the marked capacity of the car being accepted.

RAILROAD SERVICE:

Operation is served by crew marked at Carbondale 6:00 A.M., with E-3-A engine, runs light to Archbald. Takes empties from Track 3 which are left between Jermyn Transfer and Archbald by road crews during the night and places them in light yard; moves loads from loaded yard (twice daily) on 4th track to Jermyn Washery and places these cars above Washery for dumping. Generally the 11 A.M. South end road run is given a train of empties from Carbondale for this operation, mine crew being on hand to take empties from road crew and place them upon arrival at Archbald. Mine crew hauls train from Jermyn or Archbald when returning at night unless engine is double crewed. When engine is double crewed, change of crews is made at Carbondale Passenger Station, first crew running light to Carbondale and second crew returning light to White Oak, Second crew does the same work as First Crew.

BILLING:

All coal shipped to Jermyn Washery is waybilled by Agent at Archbald, using 110% of the marked capacity of car for billing purposes.

This bank is at present inoperative. However, there is from three to four years' work to be done yet in reducing the bank. During the time of operation, two crews are used daily, consuming from ten to twelve hours each per day, due to the fact that the loaded cars from the bank must be handled through Jermyn Breaker, as described above.

IT IS RECOMMENDED that instead of moving cars to the Jermyn Washery via the Jermyn Breaker tracks, that these cars be moved over the Old Archbald Branch, which will have to be connected at the north end with the Washery. This will permit of a through movement from White Oak to the Washery without the excessive switching as called for in the present arrangement.

A better plan would be to move the Jermyn Washery from its present location to the present site of the dry loader at White Oak, where coal would be washed and prepared before being handled by the Railroad Company.

This would not only reduce the enormous expense to the Hudson Coal Company for the handling of the culm, but would also release about 120 cars from service each day, as this Breaker has in continuous service 170 cars.

JERMYN BREAKER & WASHERY

Reference Map #17

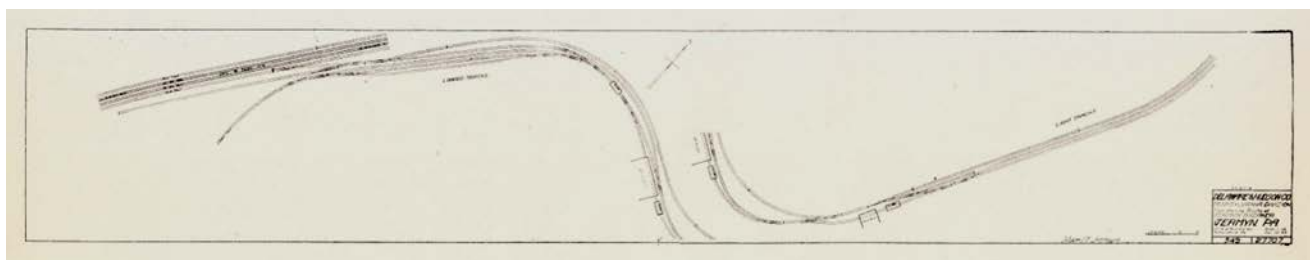
Operation is owned and operated by the Hudson Coal Company is located on the east side of right of way just north of Jermyn Station.

BREAKER FACILITIES:

Operation consists of a breaker and washery. The washery is of wooden construction and the machinery is operated by steam. The breaker is of wooden construction also but is not in operation, the machinery being practically dismantled. The Washery has a capacity of about 750 tons per day or from 16 to 20 cars. On account of breaker being out of operation, all coal mined on the property is sent to Powderly Breaker for preparation.

SOURCES OF SUPPLY:

The only coal supplied the washery for preparation at the present is forwarded from the White Oak bank operation at



Archbald, there being about 60 cars per day placed at Washery for dumping. Run-of-mine coal loaded into railroad equipment at breaker is taken from Main Slope and the east side slope and is moved to breaker by conveyor line where it is loaded by chutes. About 430 mine cars per day are dumped into conveyor line each day from the Main Slope and 40 mine cars from the East Side Slope, averaging about 30 railroad cars.

DIRECTION OF MOVEMENT:

Unprepared coal loaded at breaker moves to Powderly Breaker for preparation while prepared coal loaded at the Washery moves chiefly to Carbondale for points north.

YARD FACILITIES:

There are three stub end tracks in light car yard and four tracks in loaded car yard connected at both ends, having a car capacity as follows:

Light car yard Track 1	----	17 cars
2	----	17 "
3	----	23 "

Loaded car yard Track 1	----	8 cars
2	----	8 "
3	----	12 "
4	----	9 "

Tracks in loaded yard are connected up with stub end track forming a half circle which is sometimes used for placing loaded cars and mine props. From the present layout of this yard it is necessary to pull Tracks 1, 2 & 3 from the North and while track 4 can be pulled from south end, being connected with the Fourth main track.

SCALE FACILITIES:

Three scales are in use, one light scale located above washery and one above breaker, loaded scales being located below breaker, all coal loaded at both the washery and breaker being weighed on these scales. Scales are of Barker & Son make, 38 ft. long and uncovered.

RAILROAD SERVICE:

Refuse from White Oak Bank at Archbald is placed in light car yard above washery by crew serving the White Oak Operation which is marked from Carbondale at 6 A.M. with E-3-A. On account of grade and curvature, only from 5 to 8 cars of culm can be placed in light car yard at a time. Complete description of work performed by this crew is shown in Report on White Oak. The run-of-mine coal loaded at breaker is removed from loaded car yard by crew marked from Carbondale at 7:15 A.M. with E-3-A engine. A brief explanation of work performed by this crew being shown in report on

Powderly Breaker. As a rule equipment loaded with culm at White Oak when unloaded at the washery is sufficient to supply the loading demands of this operation.

BILLING:

Run-of-mine coal sent to Powderly for preparation is waybilled by Agent at Jermyn using the scale weights furnished by the loaded weighmaster. Prepared coal loaded at Washery is billed at Washery when consigned to points south of Carbondale, all other coal is moved to Carbondale, on memorandum waybills which are completed as to destination, route, consignee, etc., by the Coal Billing Agent.

The handling of loaded cars at this Breaker entails a most awkward, slow and costly switching movement, due to the fact that but one loaded car track is connected with the main.

IT IS RECOMMENDED that the south end of the loaded tracks be connected with the main track, which will cut down work of the mine crew serving this Breaker at least 50 or 60 per cent, and will speed up the movement of loads from the Breaker.

When White Oak Bank is in operation the entire output of about 60 cars per day, is passed through the attacks at Jermyn, shoved back onto main track; engine then runs to Jermyn to get around the cars in order to shove them up beyond the light car track to the Washery. Time on duty of crews serving White Oak will also be reduced under this new arrangement.

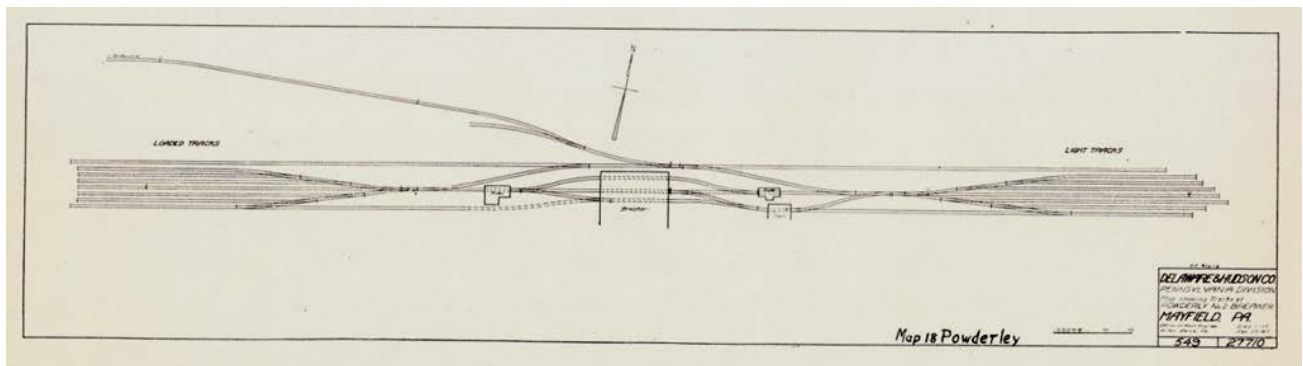
POWDERLY BREAKER

Reference Map No. 18

This breaker is owned and operated by the Hudson Coal Company and is located East of our main tracks between Mayfield and Carbondale.

BREAKER FACILITIES:

Breaker is of wooden construction, has modern machinery, steam operated and is in excellent condition. Commercial track and scale are in use for team and auto-truck



delivery. Capacity of breaker is 2500 tons per day or 60 cars.

SOURCES OF SUPPLY:

Supply is from Powderly #2 Shaft, three slopes and run-of-mine coal from Jermyn. All coal from slopes is run to conveyor line in mine cars by Locies. Coal from shaft is hoisted to top of breaker and dumped. Coal from Jermyn is placed in light yard and let down to conveyor line on East Side. Thirty cars per day are received from Jermyn.

DIRECTION OF MOVEMENT:

Practically all coal is billed to Carbondale for points North.

YARD FACILITIES:

There are seven light car stub end tracks and seven loaded car stub end tracks having car capacity as follows:

Light car yards	Track 1	----	5 cars
	2	----	6 "
	3	----	9 "
	4	----	11 "
	5	----	10 "
	6	----	6 "
	7	----	5 "

Loaded car yard track	1	----	7 cars
	2	----	7 "
	3	----	9 "
	4	----	12 "
	5	----	10 "
	6	----	8 "
	7	----	8 "

SCALE FACILITIES:

Scales located in light and loaded yards are of Barker & Son make, covered, having capacity of 60,000 lbs.

RAILROAD SERVICE:

Operation is served by crew from Carbondale marked 7:30 A.M. with E-5 engine. Runs light to Powderly and when necessary does station switching at Mayfield. Obtains empties from Track 3 north of Mayfield crossovers where they are set off by road crews and places them in light yard and then assembles loads on track 4 or track 3 south of Mayfield crossover and takes train to Carbondale, then returns to Jermyn placing empties if needed and hauls to Powderly train of run-of-mine coal which they place in light yard. Crew also places supplies, etc., at Erie Breaker and returning at night brings in train of coal from Powderly.

CONDEMNED COAL:

Condemned coal is switched out of loaded car yard and placed in light car yard for dumping, after which empty cars are again switched from loaded car yard and placed in light car yard for loading.

BILLING:

All billing for cars destined to junction points south of Carbondale is done at the breaker, all other coal is forwarded to Carbondale on memorandum waybills which are completed as to destination, consignee, route, etc., by the Coal Billing Agent.

The handling of loaded cars at this breaker entails an awkward, slow and costly switching movement, due to the loaded car tracks being stub end.

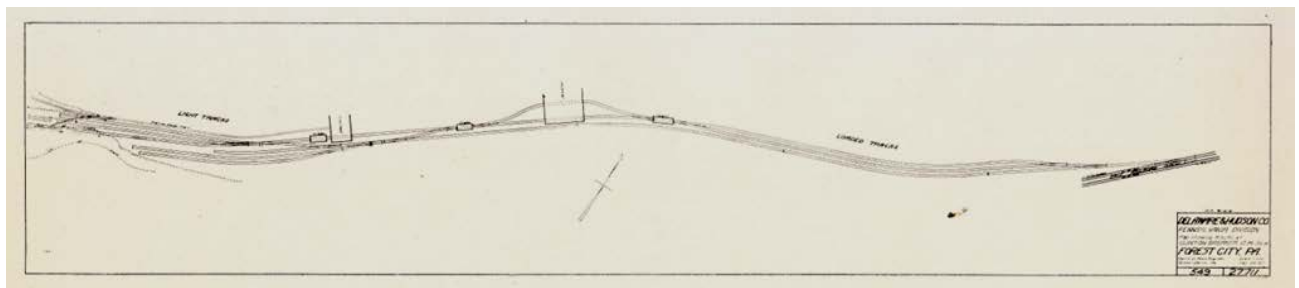
IT IS RECOMMENDED that these loaded tracks be connected with the main tracks in order that the loaded cars could be drawn directly to the main. If this were done it would be possible for road crew to take trains direct from the loaded car yard without handling by mine crews, eliminating at least 50 per cent of the handling of loaded coal by mine run crews.

CLINTON BREAKERReference Map No. 20.

This operation is owned and operated by Hudson Coal Company and is located on the West side of Jefferson Branch, south of Forest City.

FACILITIES:

Consist of breaker and washery, the breaker not being in use except to break coal before moving to Washery by conveyor line to be prepared. Buildings are constructed of wood and are in fair condition, having total capacity of 2000 tons per day or 50 cars per day. This Washery operation works two shifts-eight hour days and ten hour nights. Saw mill is on property for sawing mine props and ties, etc. On account of insufficient descending grade, cable is used to pull cars down to chutes at Washery.



SOURCE OF SUPPLY:

Source of supply is from slopes located on East side of main tracks and bank. Coal from slopes is hauled by Locies in mine cars to conveyor line. Coal from bank which is about worked out is washed to another conveyor line operating to Washery.

DIRECTION OF MOVEMENT:

All coal from this operation moves to Oneonta for points north.

YARD FACILITIES:

There are six light car stub end tracks and two loaded car tracks which connect with southbound main - car capacity as follows:

Light Yard Track	1	----	8 cars	
	2	----	12 "	
	3	----	7 "	
	4	----	4 "	) Used as Supply Tracks only
	5	----	10 "	
	6	----	9 "	
Loaded Yard Track	1	----	16 cars	
	2	----	16 "	

SCALE FACILITIES:

Scales in light and loaded yards are of Barker & Son make, covered, with capacity of 60,000 lbs.

RAILROAD SERVICE:

Crew serving operation is marked from Carbondale with E-5 Engine at 8:00 A.M. Loads are pulled out of loaded yard and taken to Brace Brook for movement from that point by road crews. Empties are set out by road crew enroute to Carbondale. Straight gondola car train is made up at Oneonta and upon arrival at Clinton Breaker engine is cut off and mine crew which gets behind train at Forest City shove empties up lead to light yard. Empties that cannot be placed in light yard are left on lead - breaker is taken care of twice or three times daily. Crew also places empties and removes loads from Forest City Breaker of Erie R.R. Erie road crews leave empties in old Clifton Breaker Track and this crew places them. All loads for West are removed from loaded yard and put in East siding for movement by Erie Road crew and cars for East are left in loaded tracks for movement from that point by Erie Road Crews. This crew also serves Williams Coal Company and does Station switching at Forest City and returning at night brings cripple or other south cars from Clinton to Carbondale.

CONDEMNED COAL:

It is necessary to switch out such coal from loaded tracks and place in light yard for dumping.

BILLING:

All coal is billed at Breaker by billing clerk under supervision of Chief Clerk, Coal Billing Station at Carbondale.

GENERAL REMARKS:

The work done for the Erie R. R. at Forest City Station and Williams Coal Company does not appear to be in accordance with provisions of existing agreement with Erie R. R. This feature has been reported and is now under investigation. Light car tracks are laid on the crest of large slate bank and no protection is provided against cars going off ends of tracks and down bank. It is recommended that this condition be remedied.

COAL BROOK BREAKERReference Map No. 19

This breaker is owned and operated by the Hudson Coal Company, and is located north of Dundaff Street, Carbondale, on west side of right-of-way.

BREAKER FACILITIES:

Breaker is of wooden construction with modern machinery, which is operated by steam having a capacity of 2800 tons per day or 70 cars. Operation is equipped with box car loader, condensation plant and all other modern facilities, for the preparation and loading of coal.

SOURCES OF SUPPLY:

Coal is taken from one shaft located adjacent to breaker and several slopes, some of which are located in the vicinity of Forest City. Coal from shaft is hoisted to surface in mine cars and dumped into conveyor line operating to the top of breaker on the west side. Coal from slopes is transported in mine cars by Locies and deposited into the

same conveyor line. Some unprepared coal is sent from Mervine #1 in railroad equipment and mixed at this breaker with other fresh mined coal.

DIRECTION OF MOVEMENT:

Practically all coal loaded in open cars is forwarded to points north of Carbondale while coal loaded in box cars is delivered to the Erie R.R. at Carbondale for western points.

YARD FACILITIES:

Light car yard consists of three stub end tracks and loaded car yard five tracks connected with lead to coach yard and southbound passenger main. These tracks have a car capacity as follows:

Light car yard tracks	1	----	22	cars
	2	----	18	"
	3	----	17	"
Loaded car yard track	1	----	8	"
	2	----	10	"
	3	----	14	"
	4	----	10	"
	5	----	7	"

SCALE FACILITIES:

Light and loaded covered scales of Barker & Son make, 42 ft. in length are in service at this operation.

RAILROAD SERVICE:

Operation is served by Carbondale yard engine as occasion requires, empties being obtained from Carbondale yard and placed in light car yard. Loaded cars are classified in loaded yard as between box cars going to the Erie and cars destined north and brought to Carbondale yard where they are placed in trains for dispatch.

CONDEMNED COAL:

Cars containing condemned coal are switched from loaded car yard and placed in light car yard for dumping, after which the empty cars are again switched from the loaded car yard and placed in light car yard for loading.

BILLING:

All coal is moved from loaded car yard on memorandum waybills, which are completed as to destination, route, consignee, etc., by the Coal Billing Agent at Carbondale.

CARBONDALE COAL COMPANYReference Map No. 31

This breaker is situated on the east side of our tracks about one mile north of Bushwick on the Honesdale Branch. It is understood that the supply of coal owned by this concern will require some 10 or 15 years to get out under the present conditions.

BREAKER FACILITIES:

Breaker is of wooden construction electrically operated and has a capacity of 250 tons per day or 6 cars. Team delivery track with scale is adjacent to track chutes and approximately 40 tons per day is loaded for local consumption.

SOURCES OF SUPPLY:

Coal is obtained from strippings and three slopes. Two steam shovels are removing dirt from above the top vein of coal and this coal together with coal from three slopes is conveyed to breaker in mine cars by two Locies.

DIRECTION OF MOVEMENT:

Analysis shows approximately 56% of this coal is routed Carbondale and points north; 31% O. & W. Jermyn; 7% Erie P.V. Jct. and 6% P.R.R. Buttonwood.

YARD FACILITIES:

This is a one track operation holding seven empty cars above breaker and seven loaded cars below breaker. Cars are let down from light track to breaker and thence to loaded track by gravity.

SCALE FACILITIES:

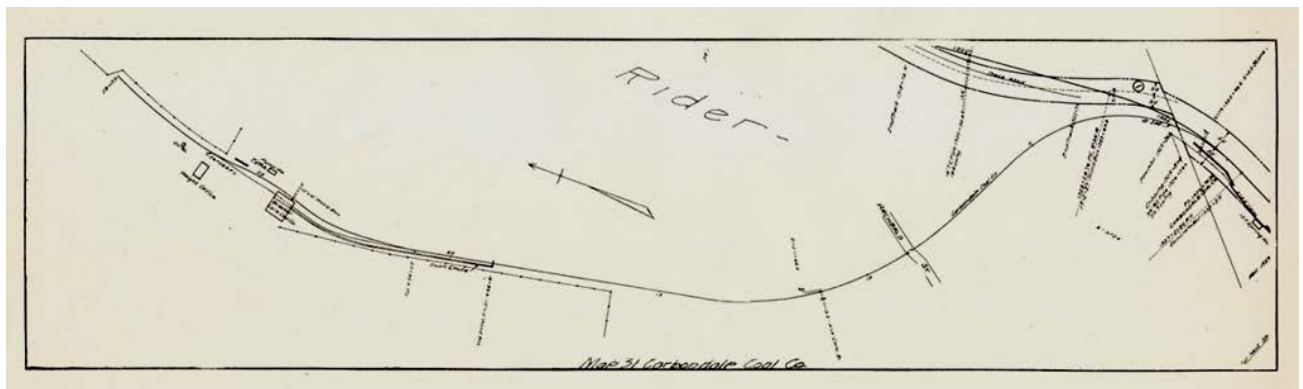
There are no track scale facilities. Coal is brought to Duffy's Field for weighing. Recommendation is made to have scales installed. See page 5.

RAILROAD SERVICE:

Crew serving breaker is marked at Carbondale at 6:00 A.M. with E-3-A engine. (An explanation of the work performed by this crew will be found in report on Racket Brook).

CONDEMNED COAL:

No condemned coal results from operations.



BILLING:

The revenue waybills are made by the Coal Storage Account at Duffy's Field.

RACKET BROOK COAL COMPANY

Reference Map #32.

BREAKER FACILITIES:

Breaker is of wooden construction electrically operated with machinery of modern make, having a capacity of 700 tons per day or 13 cars.

SOURCE OF SUPPLY:

Source of supply is from four slopes. The large conveyor extends 250 ft. into ground to the main slope and from this base mine cars are dumped. Coal from the other three slopes is brought to surface by electric motors and dumped into main conveyor at surface.

DIRECTION OF MOVEMENT:

About 41% of the output moved to N.Y.O. & W. via Jermyn; 35% to Carbondale for points north and 24% to Erie R.R. at P.V. Jct.

YARD FACILITIES:

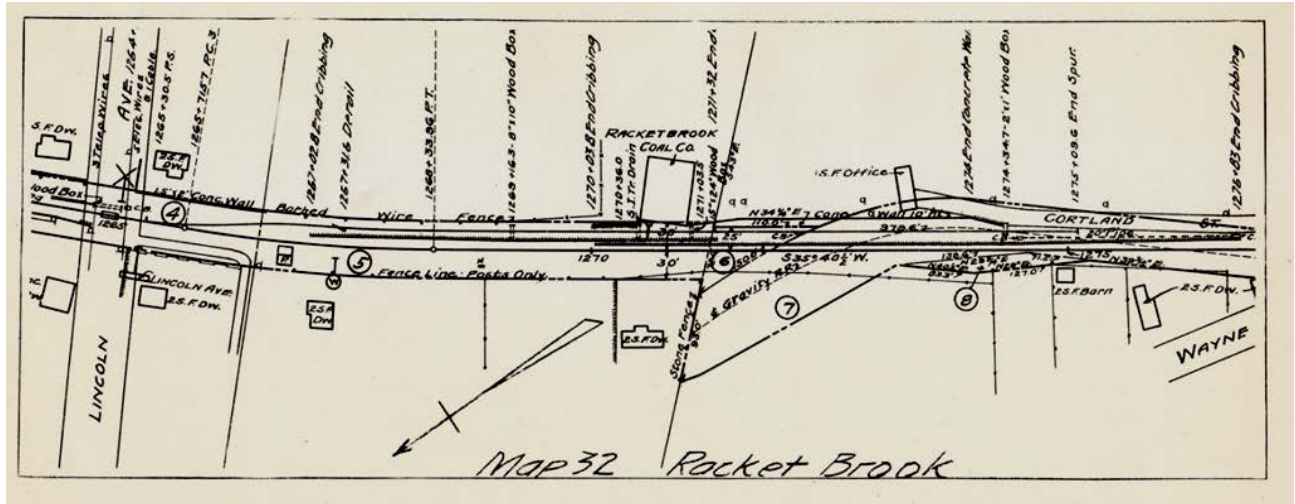
There is one empty car track adjacent to Honesdale Branch which will hold 15 cars and two loaded car tracks having capacity of ten cars each. Cars moved from light yard to chutes and from chutes to loaded tracks by gravity.

SCALE FACILITIES:

There are no scales, all coal being weighed at Duffy's Field.

RAILROAD SERVICE:

Crow marked from Carbondale at 6:00 A.M. with E-3-A engine serves this breaker, also Carbondale Coal Co., Duffy Coal Co., and operations on Archbald Branch. Empties are taken from Carbondale yard and placed in light yard, loads



are removed and taken to Duffy's Field for weighing, billing and classification. Cars for the South are switched in station order and placed on Powderly #1 siding on Honesdale Branch at Lookout Jct., where they are picked up by southbound pickup. All coal for North is taken into Carbondale yard at night. This crew also places flat bottom open top cars at mixing plant to be loaded with engine supply coal for Jefferson Jct., Nineveh and Cherry Valley and straightens out at Duffy's Field. If not sufficient number of North cars at Duffy's Field, this crew is sent to Track #3 at Hayfield or Jermyn for train.

BILLING:

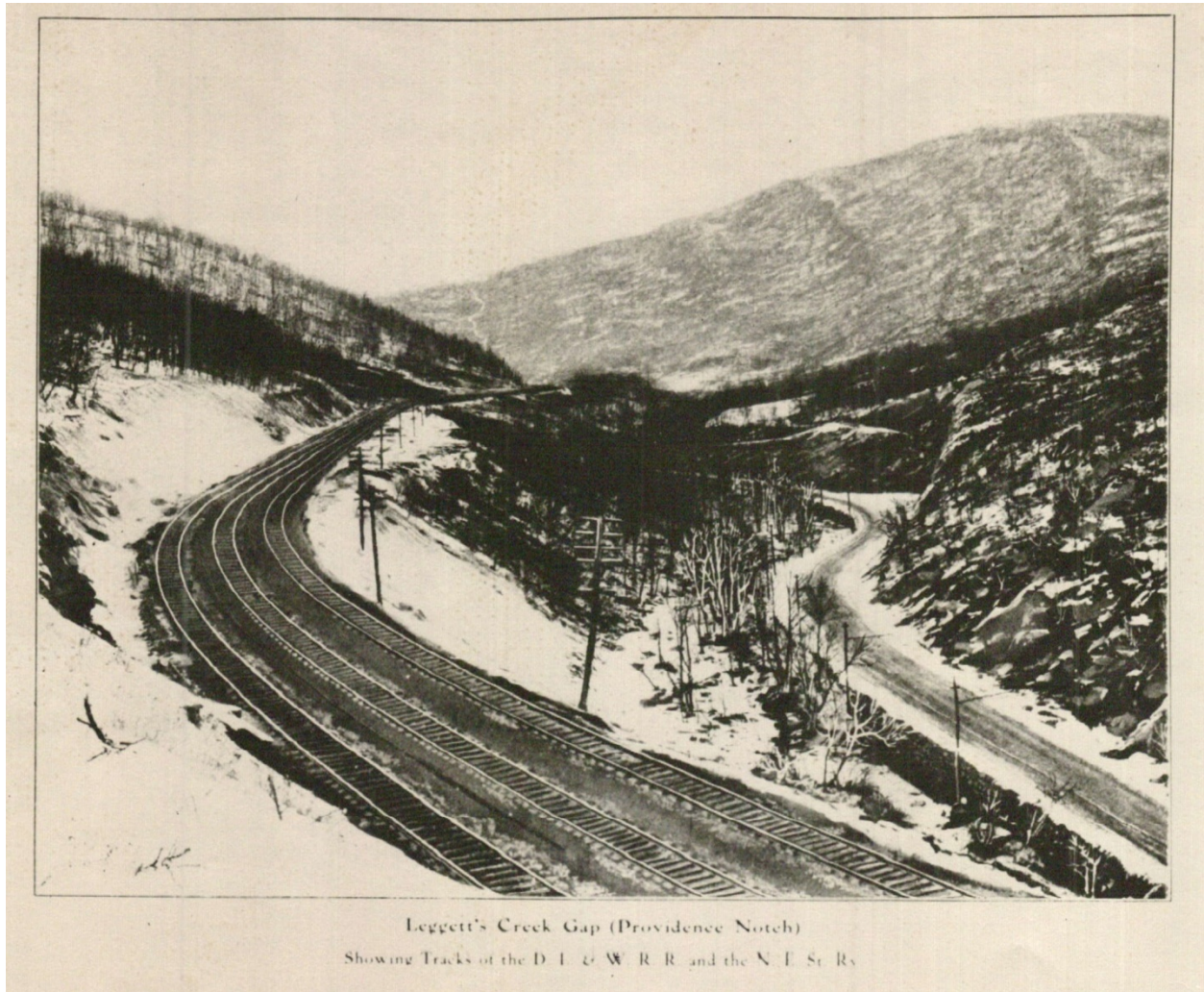
All billing is done at Duffy's Field.

DUFFY'S COAL COMPANY

This is an independent concern owned by P. F. Duffy, Jr. of Scranton, Pa., and started operations September 1920. Output is obtained from slope of 4½ ft. vein back on hill east of Bushwick on the Honesdale Branch. Coal is conveyed by two teams which make eight trips daily from slope to loading platform on ground adjacent to cinder track. Empty car is placed weekly and this unprepared bulk coal is loaded from ground to car by hand. This concern does not anticipate orders and only operates when they have sufficient orders to justify operation for period of time. Most of the coal has been shipped to Ashwood, N. Y., via N. Y. C., Schenectady.

Billing and weighing is done at Duffy's Field. Average of one car loaded per week. Operation served by mine crew marked 6:00 A. M. (Details under Racket Brook).

7. Leggett's Creek Gap on the Delaware Lackawanna and Western Railroad and on the Northern Electric Street Railway: see Volume XVIII, p. 256. The photograph shown below is in the holdings of the Lackawanna Historical Society, where the author scanned it on February 15, 2018.

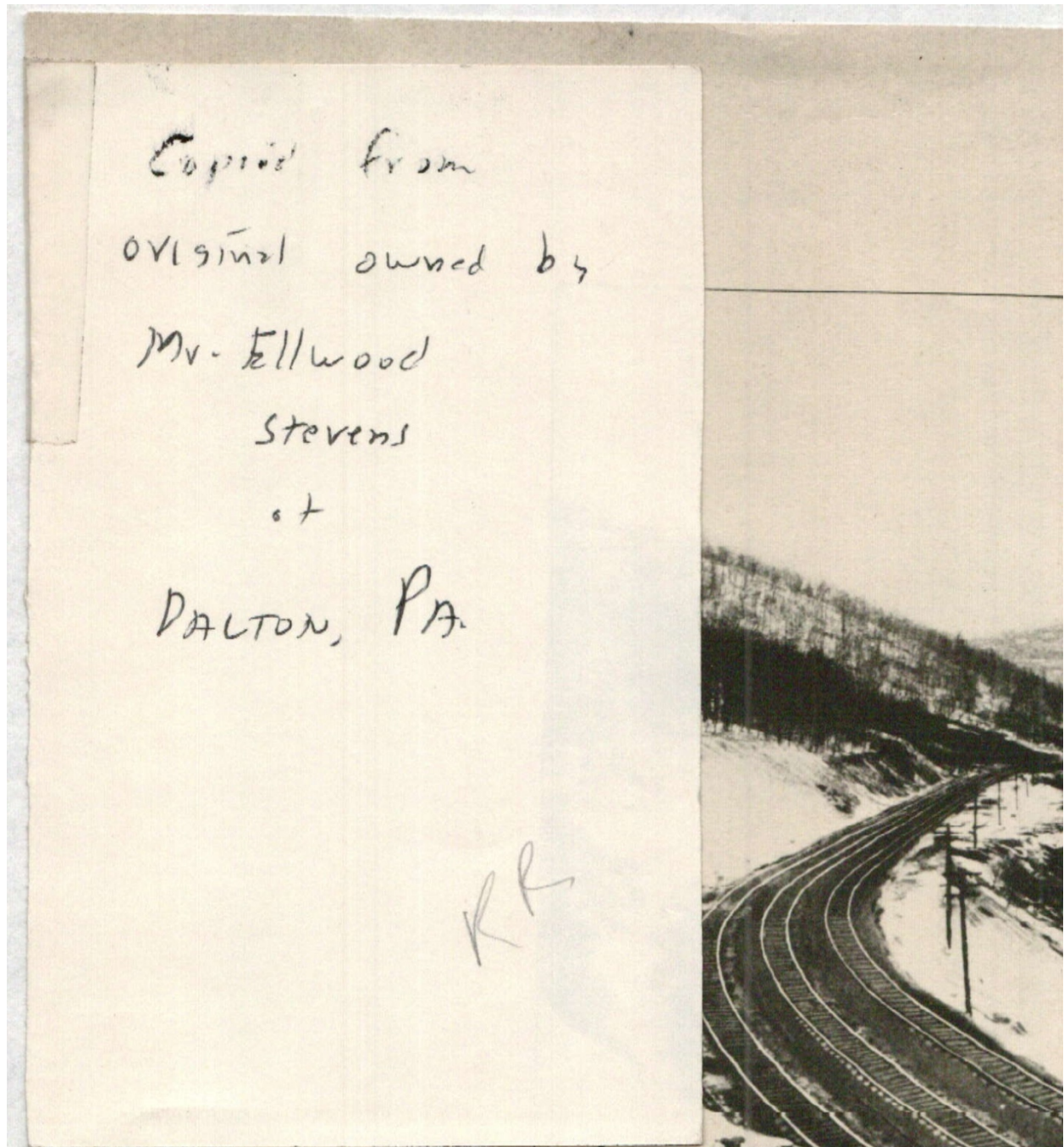


Leggett's Creek Gap (Providence Notch)
Showing Tracks of the D L & W R R and the N E St Ry

Leggett's Creek Gap (Providence Notch)
Showing Tracks of the D L & W R R and the N E St Ry [Northern Electric Street Railway]

Attached to the photograph shown on the preceding page is the note that is shown in the photograph given below:

The text on the note reads: "Copied from original owned by Mr. Ellwood Stevens of Dalton, Pa."

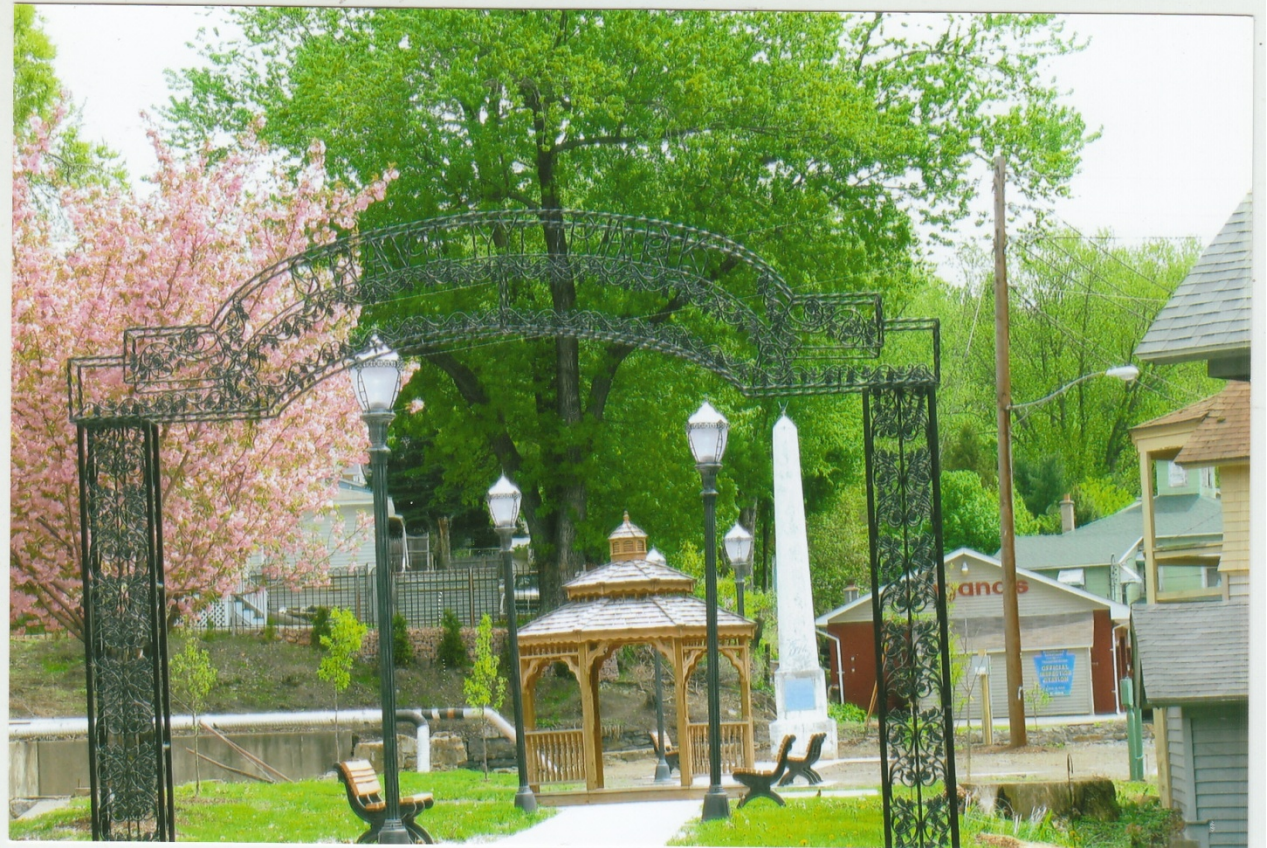


Additions for Volume XX:

1. Gravity Park, Carbondale, May 2001:



2. Gravity Park, Carbondale, May 2008:



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